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DESCRIPTION
of
TOWNSHIPS SURVEYED

IN LOWER CANADA,
IN 1861 AND 1862,

WITH

Extracts from Surveyors' Reports.



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DESCRIPTION

OF

THE TOWNSHIPS SURVEYED IN LOWER CANADA, IN 1861 AND 1862,

WITH EXTRACTS FROM THE SURVEYORS' REPORTS.

THE TOWNSHIP OF ALLEYN

Is in the County of Pontiac and lies in rear of the Township of Aylwin on the river Gatineau. It contains 43,000 acres, and is watered by the river Pickanoc. The following is an extract from P. L. Surveyor John Holmes, report of survey :—

"The land throughout the said Township of Alleyn is chiefly all fit for agricultural purposes, the soil being generally a heavy loam, timbered chiefly with hard wood; any merchantable pine timber that is or has been in the said Township is along the Cazabazua Creek, Grove Creek, and from lot number twenty-seven on the seventh, sixth and eighth ranges to lot number eighteen (on said sixth, seventh and eighth ranges,) the pine being in all cases mixed with hardwood.

"There is no difficulty in having roads in any part of the said Township as it is comparatively level and very free from swales or swamps. There is a passable road from Cazabazua to Otter Lake, on the Pickanoc river, entering the said Township of Alleyn at lot No. 1 in the rear of the second range crossing the third range at lot number fifteen, and running westward to the Pickanoc at lot number forty, and thence continuing westward along Pickanoc river, also another road following the Cazabazua Creek to Otter Lake, used only as a winter road, owing to its crossing several marshy places, both of which roads are laid down on the accompanying plan of said Township."

TOWNSHIP OF ALBERT.

This township is situate on the north shore of the River Saguenay, in the County of Saguenay, and is bounded on the east by the township of Tadoussac. It contains 33,000 acres, and the part laid out into farm lots on the road line from Tadoussac to the mouth of the River Marguerite occupies about a range on each side thereof, and contains about 8,748 acres.

Mr. P. L. Surveyor J. B. Duberger reports as follows the general character of the land laid out along the projected Albert Colonization Road :—

"The point of departure for disposing of ranges of lots I established at Cedar Camp, leaving an extent of unfavorable land (save few patches of insufficient areas) along the road of about four miles of Tadoussac Reserve, and at which starting point I traced side lines on each side of the road, viz: one bearing due west and the other north 45° 0' east, dividing

thereby the ranges to be laid out from the unsurveyed to eastward; from thence proceeded in laying out the different ranges designated on the accompanying plan, descriptions of which ranges are as follows:—

Albert Road Range, East.

"This range, comprises 28 lots of various areas and soil of good qualities, covered with well grown timber, consisting generally of black and white birch, spruce, and fir. A range of mountains occupies a part, but diminishes in extent towards the westward. Several *abattis* exist on each side of the road; by whom made is unknown

Albert Road Range, West.

This range, lying on the opposite side of the latter, containing 17 lots, also of all dimensions, offers more advantages, having less mountains and a greater extent of strong loam. The timber, particularly the spruce, on account of its size and quality, will be very valuable.

Albert Road Range.

"This range, adjoining the latter, having a different course of 37 lots, with the exception of Nos. 26, 27, 28, and 29, bordering on the river, is the most promising extent of ground to be met with for agricultural pursuits; the road across it for the distance of about $3\frac{1}{2}$ miles of dry soil, but of good produce, is dead level and stoneless. It is nearly all taken up and marked by *abattis* on each side of the road.

Albert Road Range, North.

"This range, lying opposite the latter, offers the same advantages, the soil on either side of the road being a mixture of yellow and strong loam soon takes to strong loam proceeding towards the depths, and contains 23 lots.

East Branch, Range North.

"This range, lying between the two branches of the St. Margaret, of 21 lots of different dimensions as other ranges, is considered of the richest soil to be found in Canada, together with its delightful climate early frosts are unknown; the grain grows and ripens to perfection, and vegetables reach to enormous size. The extremities at the river are uneven, interrupted with earthen mounds, but not very extensive. This range is likewise all taken up, and partly under cultivation.

River Range, East.

"This small range is for the most part taken up by a range of steep mountains, overlooking the river, but being well covered with good timber, principally for fuel, its proximity to the water for transport gives it some value.

River Range, West.

"This range and old settlements is of old standing, opened at first by Messrs. Price & Co., for lumbering. It is nearly all cleared, and deficient of timber for fuel; what remains lies to eastward, of that of *taellis*. The soil though light is good, particularly for rye. There are but five houses in the whole. This range is much exposed to deterioration from the *éboulis* at the great winding of the river. One lot, No. 4, is nearly cut up from this cause, and is naturally limited in depth by a range of barren rocky mountains, as deficient of earth and timber, for a considerable distance in the rear.

Outlines.

"In running the western and rear line, also the prolongation of the west outline of the township of Tadoussac, limiting township Albert, I met with no advantages for colonization in the vicinity of these lines, except a spot of sufficient area to form one establishment, lying in the valley of the west branch at the head of the rapids, where the line crosses. This is a fine extent of ground, nearly fit for culture; the great fires have left but few stumps here and there, the local is level, alluvial soil, and stoneless. A communication to it from

the old settlements has been opened at the expense of Mr. David Price, at which place a common dwelling is about being put up for the accommodation of fishing excursions. Apart from this spot and few very small patches lying here and there, along these lines the country adjoining, as seen on the heights as we proceeded, presents but an enchainment of barren mountains towards the interior for miles, deficient of timber and dotted with quantities of lakes, and several of larger size than those met with on the lines. Such parts along said lines as would have been more favorable are taken up by the lakes designated on the accompanying plan, only useful to quench the thirst of the few wild beasts frequenting that country; but towards the '*Bergeronnes*' there seems to exist a fine extent of ground, well covered with timber and much less mountainous. When that part will be explored something good will likely turn out. It must not be understood that the remnant of this township will be unproductive; an immense tract of good ground lies between *Anse de la Passe Pierre* and *Anse de la Grosse Roche*. Several lots have been marked, and it will not be long before application will be made for subdividing it. Also a fine extent exists abutting East Branch range north, that being nearly cleared by fires.

"In conclusion, I would recommend for the prompt settlement of this township, as the attraction is very strong there, that the communication to it should be effected as early as possible. This is the only impediment; should that be realized there would be there a dense population in a very limited time. There is already the advantage of a winter road from *Anse à l'eau* to the first lake, and that just now used for drawing fuel, a distance of 2½ miles. At the angles of said outlines I have planted cedar posts, six inches square, with stone boundaries, duly inscribed A. T. and B. T."

TOWNSHIPS OF ASHUAPMOUCHOUAN AND DEMEULES.

These townships situate on the right bank or south west side of the river Chamouchouan which discharges into Lake St. John, in the County of Chicoutimi occupy the ground valley of the upper Saguenay, and are collectively bounded on the south east by the Indian Reserve of Oujatchouan, and on the north west and south west by the waste lands of the Crown. The Township of Ashuapmouchouan contains 45,379 acres, whereof 30,529 acres were subdivided into farm lots: and Demeules, the northernmost of the two townships, contains 32,401 acres, whereof 18,551 acres were laid out into farm lots by Mr. P. L. Surveyor P. A. Treublay, who reports on those townships as follows:—

"From the nature of the reports which I have transmitted at different periods, as often as circumstances would permit me, you will have remarked the great amount of arable land contained in the townships of Ashuapmouchouan and Demeules. With regard to the quality of the soil, it is quite certain that no land is superior to that of the valley of the river Ashuapmouchouan. Clayey land predominates here as in all other parts of the Saguenay country; in many localities the clay is covered with a layer of sand, three or four inches in depth, which is of great value in the cultivation of wheat, which on this land appears to be especially exempt from the attacks of the fly. The great characteristic of this valley is, that the land though well watered, does not present any obstacles to cultivation, such as deep ravines and lofty rocks, which abound in other parts of the Saguenay. Three fine parishes at least might be formed in these two townships, and I trust they may very shortly, if the Government encourages the views of the numerous settlers, who are about to proceed there. Judging from the information I have received from different parties, and from an exploration which I made myself towards the north east of the River Ashuapmouchouan, I am inclined to believe that there is a considerable amount of fine land. As a proof of the excellence of the climate. I may cite the prosperous condition of the settlers, who are now inhabiting the township of Roberval, which borders on the Indian lands. Last autumn the thermometer descended for the first time to zero, on the 16th October, at the place where I was camped at the back of the 6th range of Ashuapmouchouan, the same rate was observed at the same time by the curate in the township of Roberval.

The temperature in summer is about the same as that of Quebec, with the exception that the north east winds are but little felt, and are nearly as mild as those of the opposite quarter. The winter cold is very intense, owing most probably to the vast extent of the clearings situated to the north west.

"The only method for developing the resources of this important part of the Saguenay district, would be to provide means of communication first between Chicoutimi and the north west part of Lake St. John, and subsequently if practicable, between the Lake and some one of the parishes of the County of Quebec."

TOWNSHIP OF ADSTOCK.

This Township lies in the County of Beauce and is bounded on the South west partly by the township of Lambton, and partly by Lake St. Francis; on the north east by the Township of Tring, on the south east by the township of Forsyth and Lambton, and on the north west by the township of Thetford, and contains 46,097 acres. The part subdivided into farm lots covers the north east part of the township containing 29,498 acres.

Already extensive clearances and improvements have been made in this township, chiefly by French Canadians. Mr. P. L. Surveyor Félix Legendre who surveyed in this Township, reports as follows:—

"I have the honor to report that the greater part of the land I have surveyed is well adapted for cultivation, and that a large number of settlers are already established there, and have begun to cultivate their land."

TOWNSHIP OF ASSEMETQUAGAN.

This township is situate on the east bank of the River Metapedia, in the County of Bonaventure. It is bounded on the south by the township of Ristigouche, and on the north by the township of Casupscull, from which it is divided by the county line of Rimouski; and on the east by the rear line of the Kempt Road, range east. It contains about 78,500 acres, whereof 17,486 acres are subdivided into farm lots, traversed by the military road, leading from the Ristigouche, on the left bank of the Metepedia to the Parish of Ste. Flavie, on the St. Lawrence.

The following is an extract of the Report of Mr. P.L. Surveyor E. H. Legendre:

The soil from the 8th mile to the River is very similar to that last passed over, except that it is covered with live timber, there is a large quantity of spruce and pine fit for the market, this timber was not felled later than 1854, of which I was convinced by finding this date in a camp near Pitt's brook.

"The soil all along this stream is certainly the best I have as yet found; it is watered by numerous streams, which are of sufficient volume to turn mills of any dimensions, and the timber covering it is cedar, birch, elm, and ash of immense growth. The tops of the hills, enclosing these fine tracts of land are covered with pines, the greater part of which are dried up by the fire which passed through in 1843, they would still however be serviceable in building for doors, windows, etc."

TOWNSHIP OF ABBEFORD.

This township is situated on the north bank of the Ottawa River, in the county of Pontiac, and is the westernmost limit of the surveyed townships in Lower Canada.

It is of the dimensions of nine miles perpendicular breadth, on the mean depth of thirteen miles, and is bounded on one side, towards the South-east, by the surveyed township of Aberdeen, and on the other side by the projected township of Killaly.

It is traversed from its south-eastern corner, on the whole depth of the township, by the River Du Moine, a stream of considerable magnitude, which derives its name from the fact of the River being the usual route of the early missionaries to the Grand Lac and Lac des Quinze, forming the principal head waters of the Ottawa River, the source of which head with those of the Du Moine at a distance of upwards of 200 miles, by the course of the latter from its mouth in the Ottawa, at the western corner of the township of Aberdeen.

Mr. P. L. S. Sinclair laid out and subdivided into farm lots 32,650 acres, chiefly located in the north-west corner of the township, and reports as follows:

"I have delineated the natural features of the country on the plan herewith, such as mountains, swamps, burnt land and the woods; the best part of the land is situated on the south side of the west branch of the Du Moine, and at the north-west corner of the township, but there is rather better land out of the township around Sucker Lake than there is in it. From Sucker Lake, westward across Bear River, towards the Deux Rivières, there are very nice parcels of hard wood, with what lumbermen would call scattering large white pine.

"A few settlers would find the lots which I have just surveyed there very convenient of access, and when there very profitable to raise hay and oats for the lumbermen. Hay will command \$30.00 a ton, and seventy-five or eighty cents a bushel for oats, which would be an excellent speculation for young men to engage in. There is plenty of land that will not cost more than twelve dollars per acre to clear. Men engaged in the lumber trade have now commenced operations on an extensive scale, that must be continued for many years, not only in the immediate neighborhood of this township, but also a considerable distance up the river.

"This Country, up to the Grand Chute, is very well opened up with roads, the principal one of which was made by Mr. William Moffatt, of Pembroke, leading from the mouth of the Du Moine up the west side of the river. It is a waggon or cart road for seven miles, and an excellent winter road to the Grand Chute, where Mr. Moffatt made a farm, the only one at present occupied in the township, *i. e.* having a settler on it. Mr. Ryan has a shanty farm in the township, on which he raises hay, but has no one residing on it. This road made by Mr. Moffatt, if made by the Government would have cost nearly one hundred pounds per mile; besides this main road there are others leading westward, beyond the township, one leads off from the mouth of the Fils du Grand, or west branch. This, I consider, will become some day, at an early period in the history of that country, the site of a village. There are excellent water privileges not far from this spot on both the main River and its West branch.

"There is some valuable white pine in this township. I have no doubt the largest timber of the Upper Ottawa will come from this place this year, which is being made for the trustees of the estate of the late Mr. Egan."

TOWNSHIP OF ARMAND.

This township is situate in the county of Temiscouata, and comprises in its frontage all that part of the new line of the Temiscouata Road constructed under the superintendence of the Department of Public Works, from the rear limit of the township of Whitworth, to the rear boundary of the seigniory of Lake Temiscouata and Madawaska.

The line of the Taché Road, as now traced, traverses, diagonally, the western quarter of this township to its junction with the Temiscouata Road, at the forks of the St. Francis; but a more central, as well as a more favourable line through this township into the township of Demers, and thence north-eastwardly, intersecting that well known tract of country watered by the River Rimouski, called the "Fonds d'Ormes," to its junction with the Kempt road, now being explored by J. B. Lepage, Esq., would open for colonization a much larger field at the head waters of the rivers Ristigouche and St. John. This tract is an extensive table land, occupying a region bounded on the north by the Metis and Rimouski rivers, and is composed chiefly of hard-wood ridges.

The present line of the Taché Road would remain still available for the settlement of the arable lands along it, with the advantage of proximity to the St. Lawrence.

Description of the above mentioned lands by Mr. P. L. S. Doucet:—

"The lands along this road are generally good, though rocky in places, but there are places where there are hardly any rocks. There are very few lands taken here, but from the river of the Little Fork they are almost all taken; these are also of much better quality."

TOWNSHIP OF BAGOT.

The portion of this township laid out into farm lots, and situate in the County of Chicoutimi, lies along the easterly and southerly outlines thereof, and is traversed by the St. Urbain and Baie St. Paul colonization roads, leading from Grand Bay to the old settled parishes on the St. Lawrence. The land subdivided into farm lots is described as follows in the report of Mr. P. L. Surveyor J. Ovide Tremblay:—

"The land all through these ranges is good, with the exception of a few lots near the exterior line, where it is rather hilly. The soil is composed of yellow and black mixed; there is very little standing wood, and what there is, is mostly dried and blackened. On the line between the third and fourth range, Grand Bay range south, I have subdivided the lots so as to suit the clearings; these lands are all taken, and improvements are being carried out. From lot 1 to lot 16 in the third range, Grand Bay south, the soil is of an excellent quality, although rocky it is composed of yellow and black mould; in some places under the yellow mould there is a layer of clay of some inches in depth.

"All this locality is covered with live trees of good growth, the same remarks apply to the fourth range both as regards timber and the soil, especially towards the centre. In prolonging the exterior line, on the banks of the Saguenay, I discovered about a league of uncultivated land. The chain of mountains bordering on the river Saguenay, and varying very much in breadth is here of great extent, its height amounts to some hundreds of feet, formed of bare rocks, and quite devoid of trees as far as the banks of the Saguenay. I cleared and blazed the exterior or south easterly line of the township from end to end. Along the Bagot road the surface of the ground is rather irregular, with hills here and there; there is very little live timber, the greater part of it having been burnt. Part of the land bordering on the River Ha! Ha! is of very good quality, and many of the lots are already taken.

"In the 11th and 12th ranges many of the lots are occupied; the soil is not however fit for cultivation everywhere, as it is very rocky; the greater part of the timber has been burnt, and it is only near lakes and in some valleys that live timber is to be found, on the 12th range it is rather abundant.

"The 6th and 7th ranges of the river are subdivided in conformity with the improvements that have been made; nearly all the lots are taken and occupied.

TOWNSHIP OF BOWMAN.

This township is situated on the westerly side of the River Du Lievre, in the County of Ottawa, and is bounded on the North by the township of Bigelow, on the South by the township of Portland, and on the West partly by the township of Denholm, and partly by White Fish Lake. The residue now surveyed by Mr. P. L. Surveyor R. Rauscher, completes the subdivision of the whole township, containing 31,642 acres, exclusive of lakes and allowances for highways. Mr. Rauscher reports as follows :—

“ From the centre line North, the land in the Seventh Range, with the exception of the first three lots is not very well adapted for settlement, on account of its mountainous nature for the range line between lots 34 and fifty-seven, intersects five heavy mountain ranges. In three instances I have to ascertain distances trigonometrically, as chaining was out of the question. The sixth range, north of the centre line, affords in many places, good farming land, and although the nature of the ground is very undulating, yet, as the soil consists of rich clay and vegetable earth, that obstacle will easily be overcome by the industry of the settlers.

TOWNSHIP OF BASCATONGE.

This township, on the Gatineau River, of the dimensions of 13½ miles in its deepest part, by 9 miles in breadth, is the northernmost surveyed township in the county of Ottawa. It is of irregular figure, and is bounded on the west and north-west by the Gatineau River, which here, although at a distance of 100 miles as the crow flies due north from its mouth, is a broad stream, averaging some 10 chains wide, more or less rapid but generally navigable for canoes. The River Baskatonge, whose waters irrigate the lands of this township, and discharge into the Gatineau about two and a half miles above the River Jean de Terre, is the outlet of the lake of that name, presenting a fine sheet of water of a quadrilateral figure, averaging eleven-and-a-half miles long by two-and-a-half broad.

A description of the land around which, and of the arable portion surveyed in the township of Baskatonge, is contained in Mr. P. L. S. Bouchette's report, as follows :—

“ In reference to the general geographical feature of this section of the country, they are good ; the soil is composed of alluvial deposits, which cover a considerable extent of the township, from the foot of the Gatineau River, in high water, backing up into the Baskatonge Lake, and in its course flooding the flat countries very considerably. The land in many places is high and timbered with hardwood. There is very little white or red pine in this section of the Gatineau ; but above and below the boundaries of Baskatonge, large quantities of saw-logs are yearly manufactured by the Messrs. Gilmours and Hamiltons. There is also a good winter road through the centre of the township, constructed by the above firms, which with very little expense could be made a practicable means of communication during the summer. This of itself would be an inducement for settlers to locate themselves along this road, and also along the borders of the Baskatonge Lake, where there is a fine tract of hardwood land.

“ There is a peculiarity in this township—from the banks of the Gatineau River through to the Baskatonge Lake, the land is rolling, the elevations are gradual, with few exceptions. The south-east and east sides of the lake aforesaid are very mountainous and rugged, with deep ravines, making it totally unfit for cultivation. These ranges of mountains are those which divide the waters of the Rivers du Lievre and Gatineau, and if the Indians' report be true, the waters of the Baskatonge Lake flow either way. This I would readily believe, from the fact of the Gatineau waters backing into the Lake, thereby proving its position to be lower ; there is no doubt the land about a great number of lakes in the township would otherwise be fit for cultivation. There are also a number of swamps,

but they might be converted into meadow land by proper drainage; however I think that the lakes would be rather a benefit to settlers than otherwise, for they abound with very fine fish from five to twenty-five pounds in weight. The west side of the Gatineau, beginning at the rear post of the township of Egan, extending several miles above Gilmours' farm, (which is an island in the Gatineau River of considerable extent, containing several hundred acres of beautiful land,) and thence west, fourteen or fifteen miles back, is fit for settlement, being of a level surface; the soil is of a gravelly nature in some places, in others clay and yellow loam, making the whole desirable for colonization."

TOWNSHIP OF CASUPSCULL.

This Township situate on the east side of the River Metapedia, in the County of Rimouski, is bounded on the south by the township of Assemetquagan, on the north by the projected township of Lepage, on the east by the rear limit of the Kempt Road range. It contains about 48,000 acres whereof the two front ranges containing 8,460 acres have been subdivided into farm lots of 100 acres each, which, together with the adjoining township of Assemetquagan, presents highly favorable advantages for settlement, especially as rendered accessible by the new Metapedia Road, opened by the Board of Public Works last year. Mr. P. L. Surveyor E. H. Legendre, who performed the survey, reports as follows:—

"The front of the township of Casupscull offers to settlers the finest sites for cultivation that could be desired. From No. 12 to the junction of the roads, I am certain there is not an inch of land that is not fertile; the mountains are at some distance from the banks of the river, and are very susceptible of improvement.

"A large quantity of marketable timber has been destroyed by fire; but to make amends for the loss the land was cleared of rubbish, and large clearings made, and hay, millet and clover abound in all directions. I feel sure that on Lots 27, 28, 29 and 30, at least 3,000 lbs. of hay, per lot, might be collected during the summer.

"It may appear strange that millet and clover should grow without culture in the forest, but it arises from the circumstance that contractors for square timber have camped for several winters on these lots, and have scattered the seed about, which has increased in productiveness during that period.

"The projected road, at this place, passes about three quarters of a mile from the river bank through a perfectly level and fertile country. The greater part of these lots are marked by persons who wish to settle on them immediately, and I am convinced that applications will be made for them to the agent, even before my report is sent in, for fear of not getting them."

TOWNSHIPS OF DUCHESNAY AND CHRISTIE.

These townships are situate on the south side of the St. Lawrence, in the County of Gaspé and are collectively bounded on the east by the Seigniory of Mont Louis, on the west by the township of Tourelle. They are intersected by the projected colonization road properly called the Gulf Road, leading from the Seigniory of Ste. Anne des Monts to Fox River, on the Gulf Shore, or by its branch from the Magdalen River to Gaspé Basin.

The Township of Duchesnay is projected to contain about 70,000 acres, whereof about two ranges traversed by the Gulf Road, have been subdivided into farm lots containing together about 12,000 acres.

The Township of Christie lying between the above stated Township and the Seigniority of Mont Louis, averages the same extent in superficies; about 10,000 acres have been laid out into farm lots along the gulf line of road. Mr. P. L. Surveyor G. F. Roy, who surveyed the two ranges in each of the above named townships, reports as follows:—

"The Townships Duchesnay and Christie, situate on the south shore of the River St. Lawrence in the County of Gaspé, are bounded on the south west by the township of Tourelle, on the north east by the Seigniority of Mont Louis, on the north west by the River St. Lawrence and on the south east by waste lands of the Crown. Their surface is generally rolling and sometimes broken.

"Several streams cross these townships, two of which the Vallée and the Albour are of some consequence; there are also three rivers, the Maitre, the Marsouin and the Claude. These rivers with the exception of the Marsouin are formed by the waters flowing from the north westerly slope of the Chic Chac mountains, and are swelled in their course by a large number of tributary streams. Along the banks of these rivers are deposits of alluvial soil, from two to six feet in depth, and of considerable extent. At the mouths of each of them are establishments of hardy settlers, employed in farming and fishing. I was however glad to find that more attention was paid to the former than to the latter pursuit, which unfortunately is not always the case among the Gaspé settlers. These people enjoy all the comforts of life, and await with solicitude the opening of a road to widen their circle and extend their social relations.

"The river front of these townships is rocky and not easy of access; in this locality as on the coast of Gaspé the shore is lined with high, cliffs, which give these coasts a wild and sinister appearance. The traveller in these regions frequently journeys between the sea on one hand which breaks at his feet and often stops him, and cliffs hundreds of feet high on the other, frowning above him; nor can he thus pass through these dangers without emotion, and it is with feelings of relief that on turning a point, at the mouth of a river sheltered by heights, he perceives the houses where a cordial welcome awaits him, for here the settler bears the highest character for hospitality. In the houses generally the utmost gaiety prevails, the settler-fisherman, without regret for the past or care for the future passes a life of happiness and contentment. If there is any exception to this state of things to be found, it should cause no surprise, when the difficulties and discouragement, that a new settler has to encounter, are taken into consideration, as in addition to the hard labour he has to undergo, he has also to contend with the disadvantages of a perfect isolation from the rest of the world to which he has access only by passing along a dangerous shore or on the sea.

"In order to show the relation between the mode of survey which I have adopted for the subdivision of these townships and the position of the line of road which traverses them, I have shown it by a red line on the plan, by which it will be seen that the base line from the south west line of the township of Christie as far as the tenth lot serves as a line of road. I here deviated from the former direction, adopting in preference a straight line, as in this course no obstacle exists to the construction of an excellent road. The land is perfectly level except a small hill on the 9th lot; the soil is universally yellow mould, easily ploughed, and free from rocks. From the 10th to the 15th lot, I have adopted for my base line, the direction of the road line which is very nearly straight. I have on this course from the base line of the township of Christie, made a double range for the double subdivision of the lots in the first and second ranges. At each subdivision of the lots, I have left a sufficient distance for the width of the road, between the posts on which are the numbers, each in its proper range. From this point the road line continues altogether in the first range, as far as lot 47, after which it serves as a base line as far as lot 55 with a double subdivision of lots as in a former case, that part of the road line from lot 55 in the township of Christie as far as the Seigniority of Mont Louis is subdivided into lots without any designation of range. The subdivision posts only indicate the lots between which they are placed.

The land traversed by the road line in these townships is susceptible of advantageous clearing over a surface of considerable extent. In the south west part of the township of Christie the road line runs along the height of land bordering the river as far as the 15th lot, from thence it takes a N.N.E. direction and crosses a plateau of arable land, with a

slight slope towards the north east, as far as the vallée stream. Between the vallée and the Maitre streams, the line approaches the St. Lawrence and intersects a country very favourably adapted for settlement. After a gradual ascent from the vallée stream, to about half the distance to the Maitre stream, it continues descending till it reaches the mouth of the Maitre. The land has a general slope from S.E. to N.W., which is everywhere extremely gentle, with the exception of the high land bordering the vallée stream which is rather steep; a large number of the lots in this range of country are easy of access and might be cultivated with advantage throughout their whole extent.

"The soil is generally excellent, and the timber consisting of balsam, white birch, beech and spruce is of good quality. The deposits of alluvial soil, found in the valley of the river Maitre are worthy of notice. These lands for a depth of two or three miles have a mean breadth of 60 or 70 chains, and are covered with splendid hard wood. There is a good number of maple woods of some extent, which are annually made available for the manufacture of sugar; at the mouth of this river are the residences of some settlers who employ themselves in farming and fishing. This is a most excellent fishing station.

"From the hills on the borders of the river Maitre, as far as the division line, between these two townships the road passes through a perfectly level country. The land on a frontage of three or four miles is so favourable for settlement, that it is certain that as soon as the road is opened, there will be a nucleus of settlement in this locality. The same remarks may apply to all the table land, from the maitre to the Marsouin river. To a depth of three or four miles the land is easy of access in any direction, the soil a rich yellow loam of superior quality. The only obstacles to be encountered here, are the deep gullies of two small streams, known as the rivers Portage. Mr. Baillargé divided these, giving us the advantage of using the road line for a base line and of having a double range on a front of eight or nine lots.

"In the Township of Duchesnay, the land traversed by the line of road exhibits about the same uniformity of features as that of Christie. That which is most worthy of note lies among the alluvial tracts of the rivers Marsouin and Claude. These rivers are bordered by cultivable land to a depth of four or five miles. At a distance of about three quarters of a mile from the St. Lawrence, the Marsouin divides itself into two branches, both of which pass through tracts of good land. I have shown on my plan what I consider the best method of laying out the land for settlement on those branches; on each of these rivers are extensive maple woods, some of which are valuable for the manufacture of sugar in the spring. The lands along the road line, from the high lands on the banks of the river Marsouin as far as the mouth of the river Albour, are very rugged and unfit for cultivation, to about half their depth, especially on the hills and mountains near the St. Lawrence, there however remains on each of these lots a surface of from 50 to 60 acres of better quality. The soil is mostly yellow sandy mould.

"From the Albour River to the Seignior of Mont Louis, the slope of the river bank is gentle, and the land so good that the greater part is already under settlement. The lands along the River Claude run several miles deeper than those on the Marsouin, those on the St. Lawrence are already under cultivation. With regard to the best mode of subdividing this locality, I am of opinion that the usual regular method of survey should be adhered to, as most favourable to settlement. The most valuable localities in the frontage of these Townships are in the neighbourhood of the rivers Maitre, Marsouin, and Claude; these spots already in a flourishing state of cultivation, are no doubt destined to become the centre of future settlements. At the mouths of each of these rivers are basins protected by long cliffs; in these small vessels find a safe refuge at all times of the tide; they are generally frequented by fishermen coming from St. Anne des Monts, and who generally pass some months of every year there during the fishing season. There are several small settlements along the front of these townships, which though in their infancy show signs of becoming more important.

"The land in the 2nd Range is not inferior to that in the 1st, and setting aside the advantages which the settlers in the Range derive from their proximity to the St. Lawrence, I can safely say that the lands in the second range would prove more profitable than those in the first. The surface of the land is every where level and the soil of the finest quality. Several lots have been already applied for, but principally on account of the profit to be derived from the extensive maple woods which cover the slopes of the hills bordering the

different rivers. The timber most abundant in those parts of these townships which I have explored, are the balsam, white and red birch and spruce, with a few cedars, the latter, being invariably found in the low grounds of rivers, are of good growth and quality.

"I have only to add that the settlement of these two townships depends altogether upon the opening of the road, and the application of a good system of colonisation, and if in addition to those benefits it should please the Government to make gratuitous grants of the lots along the road, the country might soon congratulate itself on the rapid progress that colonisation would make in this neighbourhood."

THE TOWNSHIP OF DELISLE AND ISLAND OF ALMA.

On the River Saguenay, in the County of Chicoutimi, were surveyed by P. L. Surveyor or E. Duberger, in 1861, who reports as follows :

"From the starting point of the line between Townships Taché and Delisle, on the north bank of the Grande Decharge, as I have already remarked in detail in my field book and report of progress No. 1, the surface in general was of a broken sort. The great number of streams which I intersected on my way, accounts for the unevenness of the surface, and for the same reason the soil is singularly good and arable. I do not think it worth while to take the few rocky sections in that part of my survey into consideration, because they are all detached from each other, few in number and of very small extent, leaving the land throughout in all respects free and easy of culture.

"The above topographical description will answer from the borders of the Grande Decharge up to the vicinity of the 6th mile post, after which the soil is poor, being composed of large grained white sand and a few bog swamps, with the exception of that tract of land in the vicinity of the Riviere au Brochet, the borders of which are wooded with large and lofty mixed timber and the soil is composed of clay. The merchantable timber which has been in abundance some years ago in that part of the country has since been manufactured and taken away.

"Along the rear line of the township the country has in general a more even surface, but the soil is not recommendable, with the exception of a few narrow sections of which the soil is sandy and produces nothing but cypress, black and grey spruce, and dwarfish white birch.

"The surface along the main west line of Township Delisle is broken up by deep gulches, but the soil is of the richest kind, it being composed of fine clay with a slight mixture of loam which may be called excellent arable land, with the exception of the north-west corner of the Township where the soil is completely destitute of vegetation less a few sections where black and white spruce of a dwarfish size and white pines of an inferior quality predominate.

"The description of the country along the west line of the township does not vary much, it is generally uneven. The soil is composed of fine clay with sub loam, the timber consisting of fir, black and white birch, brushwood of all descriptions, including mountain ash, merchantable spruce and white pines, particularly on the elevated spots on each side of the streams which I intersected. I have also come across some detached rocks on this line but they are of very little consequence as they are scattered, each covering a very small area of land and small in number.

"As I neared the Grand Decharge with the line, I crossed certain tracts which were wooded with nothing but cedar of a large size, but too deformed to be valuable.

"The Island of Alma is one of the finest tracts of land in the County of Chicoutimi. It is in general low and thickly wooded with large and lofty mixed timber, the soil in general being of a rich loam with a slight mixture of clay. It is my firm opinion that there is not two hundred acres of waste land on this island. With all these advantages it will not be inhabited for some years on account of the difficulty of communications by the Grand Decharge, which is difficult and toilsome, particularly when the waters are high, which is generally the case after a couple of days' rain.

"As to the topography of the interior of Township Delisle, it does not differ much from that described about the main lines.

"The country on each side of the line dividing ranges A and 1 has a rolling surface except in the vicinity of the Grand Decharge, where there are a few rocks, &c. The country inclines towards the south-west in broken order. The soil is loam and the timber consists of black and white birch, spruce, fir, &c., all large and lofty. When I surveyed this part of the township scattered white pines were yet seen, but they have since been exported by lumberers.

"The country traversed by the line dividing ranges 1 and 2 from lot No. 1 to No. 14 does not differ much from that latterly described. It is uneven from No. 1 to No. 14. The vicinity of the Grand Decharge answers for that unevenness of the surface. The soil is of a superior quality and well suited for agriculture. The timber is large, lofty and mixed.

"The country crossed by the lines 2 and 3, 3 and 4 is of the same description. The surface is generally uneven, particularly in the vicinity of Rivière Mistook and Rivière à la Pipe. The timber is large, lofty and mixed. The soil is loam except in the bottom of gullies, where it is clay. The western part of the range 1 and 2 from lot No. 33 to 49 crosses a country very proper for agricultural purposes. Many white pines of a good quality are to be seen on both sides of the line, and there the soil does not differ from that already described.

"The immediate borders on the north bank of the Grand Decharge are high and rocky from No. 1 to No. 10. To be brief the banks vary in height from No. 1 to 49, in some parts the appearances are poor but it changes, and is of a better quality at some distance north of the bank.

"The minor islands, with the exception of No. 1 and No. 8, are fine tracts of land and are generally low and wooded with black and white birch, fir, spruce and brushwood; the remaining pines seen on them are of an inferior quality."

TOWNSHIP OF DAAQUAM.

This township is situate in the valley of the upper St. John's river, in the county of Bellechasse, and is bounded on the south-east by that river, where it forms part of the southern limits of the Province under the Ashburton treaty, and on the north-west by the river Daaquam, or Mettawaquam, on one side, on the north-east, by the Township of Panet, and on the other, on the north-west by the recently surveyed Township of Langevin. It is the southernmost of the townships traversed by the projected line of road diverging at right angles from the Taché Road, in the Township of Mailloux, which, when carried on as originally contemplated, will serve to open up a vast field for colonization. Mr. P. L. S. Casgrain gives a favorable report of the soil and timber of this section of country in his report of survey of the arable part of the township:—

"Before terminating my report, I must affirm that putting together all my observations of the soil and variety of land in the course of my exploration of the Township of Daaquam, I found the lands in this township favorable for cultivation and offering to the colonist who is prepared to clear them, a sure guarantee of success.

"I am the more confirmed in this opinion by the rare and remarkable fact that this locality is everywhere extremely level and devoid of rocks, which gives the cultivators great facilities for opening roads of communication. The only difficulties to be encountered in this township arise from the existence of some marshes here and there but these are trifling compared with those arising from the inequalities of the surface, and I have the hope that at no very distant day a brilliant destiny awaits the valley situate between the river Daaquam and the River St. John.

TOWNSHIP OF FOURNIER.

This township, situate in the County of L'Islet, comprises the tract of land formerly called the augmentation of Ashford, and is bounded by the seigniory of St. Jean Port Joli on the north west, on the south east by the township of Garneau, towards the south west partly by the seigniory of Lessard, the townships of Beaubien and Lessard, and towards the north east by the township of Ashford, in part by the Elgin road.

The whole of this township is surveyed into farm lots, comprising nine ranges each of 43 lots, the first three ranges consisting of 200 acre lots and the residue into 100 acre lots.

This road opened by Government in 1856, leading from the settled townships on the St. Lawrence to the Province Line, has proved of eminent service in facilitating the settlement of the public lands, surveyed townships fronting on it.

The land in the township of Fournier surveyed by Mr. P. L. S. Verreault, is reported as follows:—

"The general quality of the land I have surveyed in this township is sandy, the timber, balsam, spruce birch, and white birch. The land is mostly dry and stony, but still good for cultivation, over a large extent of the township. The frontage between the 8th and 9th ranges must be excepted as to that part north east and south west of the central line: the land though sandy is rich and free from rocks, and covered with hard wood and spruce.

"The large lofty trees testify to the fertility of the soil. The land throughout except the belt mentioned above, rather resembles that found along the Elgin road, and is, it is well known well liked by our settlers.

"Some marshes, nearly all near the lakes, will be an obstacle in the way of settlement, particularly as regards the construction of roads.

"The land is nearly all level, with the exception of some slight undulations; I found neither mountains nor hills, on all the lines I explored which would offer any impediment to the opening of roads.

GOSFORD AND ROCMONT.

The northerly part of the township of Gosford, and the easterly part of the adjoining township of Rocmont, both situate in the County of Portneuf were subdivided and laid out into farm lots by Mr. P. L. Surveyor Ignace P. Dery, to meet the demand for the settlement of that section of the waste lands. The Country, although generally mountainous, offers along the tributaries of the north east and main branches of the River St. Anne, several fine valleys for settlement, which the opening of the proposed colonization road from St. Gabriel to connect with St. Raymond, besides those already constructed cannot fail to promote.

The following extracts from the Report of Mr. P. L. Surveyor Dery will convey a reliable description of the land and timber in both townships:—

"The fifth range of Gosford is all settled except lots 26 and 28. In that part of the sixth range which I have surveyed the land is well adapted for cultivation, with the exception of the lots on each side of the River Talleyard, which however are well provided with wood for the market, principally spruce; five lots are already applied for; two thirds of the seventh, eighth, and ninth ranges of Gosford, in this part of the township are well adapted for cultivation; although rather rocky the soil is good; the south-west half of lot No. 17 of the eighth range is occupied; there is a saw mill on it, which belongs

to Chas. Voyer ; there are two saws in this mill which is about 25 feet by 80 ; the water power is not of sufficient force to work the mill when the water is low.

" The quality of the soil in that part of the township which I last surveyed, is similar to that of Gosford. The Revd. Mr. Bedard occupies the 39th lot of the second range, and has built a mill with two saws, which supplies the settlers of Roomont with all the wood they require. A flour mill has also been commenced by Mr. Bedard, to supply the wants of the people of the place ; both these mills are in the same building, on the little River Roche Platte, which has sufficient volume to drive the mills even when the water is low.

" No. 42 of the 5th Range is occupied by Edward Walsh, who has cleared and cultivated about twenty-five acres of land, built a house, barn and stable ; numbers 45 and 46 of the 5th Range are also occupied by Hugh Garrhae, he has also about eight acres of land under cultivation, and has built a house 25 feet by 20. Lot 42 is in possession of John Hughes, who has made no improvements worthy of mention. There is a large quantity of spruce fit to make logs for the market. Mr. Methot who has a licence for felling timber in Gosford, has two or three huts erected for carrying on this business. His agents appeared well satisfied with the quality of the timber ; and with the aid of the lines that were cleared were enabled to explore the entire limits of their license. A few only of the pines are of inferior quality, these are found on the borders of the lakes and rivers. The road explored by P. L. Surveyor Neilson, which I met in running the rear lines would be of great use in the settlement of this part of Gosford, and would very much shorten the road for the settlers in Roomont."

TOWNSHIPS OF GARNEAU, CASGRAIN AND LAFONTAINE.

The two former townships are situate on the south-west and the latter on the north east side of the Elgin Road range, in the County of L'Islet.

The residues of unsurveyed lands in the above named townships were laid out into farm lots for the purpose of extending the field of settlement, in consequence of the rapid disposal of the lands laid out along both sides of the Elgin Road, taken chiefly by the hardy yeomanry from the old settled parishes in the seigniories bordering on the St. Lawrence ; whilst the opening of the Taché Road, which traverses the townships of Garneau and Lafontaine, and intersects the Elgin Road, will aid materially in developing the settlement of this section of the public lands.

Description of the lands surveyed into farm lots in the township of Garneau :

" The five last ranges of the township of Garneau, now surveyed, give a superficies of twenty-two thousand acres of land, in part well adapted for colonization, offering a surface generally level and covered for the most part with mixed hardwood : it is more rocky than the township of Casgrain."

Description of the lands surveyed in the Township of Casgrain :

" The five last ranges of the Township of Casgrain, which form a superficies of 20,226 acres, are in general less stony than those of the Township Garneau ; they are partly covered with maple, presenting a soil generally sandy and of good quality. This township is traversed in every direction by important and numerous rivers, on which mills of every kind might easily be constructed.

Description of the lands surveyed in the Township of Lafontaine :

" There are found, in different parts of this tract, meadows made by beavers many years ago, which will be of great advantage to the settlers, from the facility the latter will have of procuring hay, which although of a rather inferior quality, will be not less useful in helping them to winter their cattle, during the first years of their occupancy, and until they can mow better hay from their own lots. There are also on some lots maple groves, many of which are already occupied by persons who have made sugar there for the last two or three years ; these maple groves will also be of advantage to those holding these lots by

enabling them to gain some money by preparing them for market, at a season when it would be impossible for them to do anything in advancing their farm work."

"On looking at these fine lands, which are, so to speak, at the door of our farmers settled in the parishes along the river St. Lawrence, one is surprised that they have not been already for many years settled, while the vigorous youth of our country parts have been leaving from day to day to live among strangers. One of the principal reasons, and one which has certainly delayed their settlement, has been the unfavorable reports made by hunters, for some reason or other, of these lands, saying that they were nothing but barren swamps and rocks, wholly unfit for settlement; reports which were apparently confirmed by a strip of land, a mile or a mile and a-half in width, in the rear of the seigniories which is precisely such as the hunters have represented the remainder to be; add to this the absence of any road to get to these lands, and, in the last place, the uncertainty of not knowing where the line of separation between this province and the United States would pass, the latter pretending, before it was drawn, that all the lands watered by the streams discharging into the River St. John belonged to them, thus taking away all the township of Dionne, and more than half that of Lafontaine, which are about the finest parts of the tracts in question."

"But now that there is an auspicious beginning of settlement on these lands, we must hope that they will be promptly opened, by enabling an industrious population to secure an honest independence, as well as by eventually preventing our young people going elsewhere to meet only fraud and deception."

TOWNSHIP OF LANGEVIN.

The township of Langevin is situated on the River St. John, the southern boundary of the Province under the Ashburton Treaty, and in the county of Dorchester. It is bounded on the north-west by the irregular limit of the township of Ware, on the south-east by the boundary of the Province, towards the north-east partly by the townships of Bellechasse and Daaquam, and towards the south-west by the surveyed township of Ware, and the projected township of Metgermette; and contains 65,200 acres, whereof 80,789 acres were laid out into farm lots of 100 acres, in the north-west part of the township.

This township may be said to occupy part of the upper valley of the River St. John, and is watered by the tributaries of the Rivers Chaudiere and St. John.

Mr. P. L. S. Casgrain describes the larger proportion of the land surveyed as highly fit for cultivation, as may be seen from the following extracts from his report:—

"Having been unable to find the north-east line of the township of Ware, which forms the south-westerly boundary of the township of Langevin, I took upon myself to run it, meeting the River Daaquam at a distance of 135 chains. It is very narrow at this point, the soil is of middling quality and spruce is the most abundant timber; but on the rest of the line which traverses a forest of maple, birch, elm, pine and cedar, the soil is of a superior kind, with few rocks, it is generally very level and composed of grey loam.

"Returning to the north-easterly line of the township I ran the line between the 5th and 6th ranges; on the fifth lot I found a swamp of about 20 chains by 15, and another, round in shape, of about 15 chains in diameter, on the 16th lot.

"Up to this point the land is only middling, but, after passing the 18th lot, the line traverses a magnificent forest of hardwood, maple, birch, ash, and cedar; the soil is a grey loam, quite free from rocks.

"Returning to the centre line, I ran the line between the 4th and 5th ranges; on the 15th lot I crossed a small stream, 40 links wide, and on the 19th lot the line passes along the northerly line of a swamp, tending to the south west, about 30 chains in breadth. There is a small swamp on lot 31, about 10 chains broad; at this place, also, there is a large burnt clearing, which extends as far as the south-west lateral line of the township, and about a hundred chains to the southward.

"The woods which have sprung up since the fires have taken place, are, the cherry, white birch, spruce, and cedar. The land is generally good and not rocky. The 43rd lot is traversed by a river of dead water, about 50 links wide and three or four feet deep; this river contains fish. This locality is very level, and nearly all susceptible of cultivation.

"The third and fourth ranges are both cleared by fire, and in both the land is good and free from rocks.

"On the 2nd range, the burnt clearing ends at a distance of half a mile, after which, the hardwood forest begins, composed of maple, birch, and beech: the land is also excellent. The same may be said of both timber and soil on the first range, wherever the old line is visible. The line between Watford and Metgermette not having been prolonged I carried it as far as the River St. John; finding, everywhere, hardwood and a soil free from rocks.

"In range B, the land is equally good; the timber, cedar, balsam, and spruce.

"I then proceeded to lay out lots along the River Daaquam, which, I found, to have a depth of three or four feet, and an average breadth of about 60 feet, it is winding, and its current very gentle; its banks are covered with trees, and the soil on the north side is of a superior quality, as also the hardwood with which the land is covered.

"The river abounds in fish and affords, in several places, some splendid water-powers.

"In running the south-west line of the township of Bellechasse, I met, at a distance of 77 chains, in the 8th concession, a branch of the River Daaquam; its breadth here is about 66 feet. At 70 chains, on the 9th range, I found a small river of about 88 feet in width, running south-west; and another, of the same breadth, and running in the same direction, at 78 chains, on the 1st concession. Through the whole of this line the timber is a mixture of balsam, spruce, birch, and cedar. At 140 chains on the last range it passes through magnificent forests of hardwood of the very best quality.

"After laying out the exterior lines of the township I commenced the sub-division of that part of it lying to the north of the River Daaquam, for which purpose I started a line from the post between the 8th and 9th ranges, running astronomically south-west: I found, all through, the most splendid hardwood. The soil is a grey loam with very few rocks.

"On lot 24 there is a splendid site for a church, in the midst of a fine forest of hardwood, the spot is a little elevated with a fine view on all sides. The surrounding land would be a most eligible locality for a village.

"Returning to the north-east lateral line I, started another range line, running as far as the south-west lateral line; this line passes through a level country, without rocks—the soil a grey loam, well covered, generally with maple, beech, and birch. The lot No. 6 is crossed by a river about 80 feet wide with sufficient fall to turn a mill; there is also a river on lot 14, of about the same breadth, and another on lot 20, both running southward.

"Finally, starting from the post, on the north east lateral line between the 10th and 11th ranges, from a range line to the south west lateral line, this line passes mostly through fine wood, and good land. The 5th lot is traversed by a river running south 50 links wide. The 7th, 8th and 9th lots are covered with hard wood, sloping towards the north, on an angle of 8 or 9 degrees. The land after this is clothed with balsam, spruce, beech, and cedar, and is perfectly level as far as lot 21, when the surface becomes uneven as far as the 25th lot, in which is a river running south east, about 25 links wide. The rest of the range as far as the centreline abounds in magnificent hard wood.

In closing my report I may say that on putting together my observations on the nature of the soil and the features of the ground, this locality offers to settlers the greatest assurance of success, and this is confirmed by the universal evenness of the ground, which affords the farmer such excellent opportunities for opening roads. In addition to which, splendid rivers and streams intersect the land in all directions, all of which circumstances confirm me in the idea that at no distant period a high destiny awaits the township of Langevin."

THE TOWNSHIP OF LYTTON,

In the County of Ottawa, about 90 miles up the River Gatineau, is bounded on the south by the Township of Egan and adjoins the County line of Pontiac on the north, and

appears from the following Report of P. L. Surveyor James McArthur, who recently surveyed it to be well adapted for settlement. It contains 57,800 acres, of which 84,000 have been subdivided into farm lots:

With respect to the physical characteristics of Lytton, I beg leave to state that the land is of very good quality and extremely level, there are very few elevations of any considerable extent; at least 95 per cent of the whole is arable and fit for cultivation. There is a continual succession of hardwood ridges, with balsam, cedar, or tamarack swamps intervening; the soil on the hardwood ridges is excellent, but in the swamps it is light and sandy. There is not much white or red pine in the township; occasionally small groves are to be met with of large growth, and of apparently good quality, but not in sufficient quantities to induce extensive lumbering operations. As yet there are no settlers in Lytton; nor is there any probability of its being settled soon, as it is so difficult of access at all seasons of the year. It is true that it can be easily reached by the Indian or experienced *voyageur* by ascending Gatineau or Desert Rivers in canoes, but few settlers could be found willing to encounter the risk thereby incurred; good roads are essentially necessary in order to open out the townships on the Gatineau river for settlement. In no other part of the Ottawa country is there so large a tract of really good and fertile land as in the Townships of Maniwaki, Egan, Aumont, Sicotte, and Lytton; but in order to render said land available it is absolutely necessary that roads should be immediately constructed or laid out throughout said townships.

TOWNSHIP OF MATANE.

The six first ranges of this Township situate in the County of Rimouski, were verified by Mr. P. L. Surveyor Bradley: the primitive survey being almost wholly obliterated whilst a pressing demand prevailed for purchasing the lands in this township for actual settlement. It is bounded on the south by the St. Lawrence, on the north east by the Seignior of Matane, and on the south west by the township of McNider. The following extract of Mr. Bradley's report will convey some reliable information on the character of the lands surveyed by him in this township:—

In my supplementary report on the survey of Matane, in 1861 I represented to the Government the necessity of opening a road at or near the River Blanche, so as to allow the settlers to penetrate into the interior, and to give some encouragement to colonisation. The quality of the land in rear of the first four ranges was even superior to that in the first ranges, especially from the fifth to the eighth range or even as far as the river Pechedety, which empties itself into the river Matane, on the 9th range, I conceive it my duty again to urge the importance of such an improvement. Experience has fully proved that without roads or routes to penetrate into the forest, settlement to the extent desired by the Government cannot be accomplished. I am therefore happy to be the echo of the numerous settlers in this township, for I am convinced that if the Government are disposed to give them some assistance, they will never have to reproach themselves for having wasted the public money, far from it, it will always be a source of congratulation to them that they have given an impulse to the improvement of agriculture in a township which promises to become at no distant period, one of the important parts of a district already in so flourishing a condition.

"I would suggest at the same time the expediency of opening a route to Lartigue; but a better acquaintance with the locality and topography of the township have convinced me that a branch road would be sufficient, to start from the north east of Lartigue, going north easterly till it joins the water of the river Blanche, at some point on lots 20 or 21 of the fourth range, this route would then be common to both localities, extending as far as the river Pechedety. This river is deep enough to float pine and spruce logs, and the Messrs. Price & Sons are at the present moment clearing these pine forests, both to their own profit and that of the neighbouring inhabitants. It boasts at the same time of several

mill powers, well calculated to supply mills or manufactories of any kind ; the banks of the river are high, and but little adapted to cultivation, owing to their great steepness.

" I ought also to remark on the subdivision of the lots along the river Matane, beyond the eighth range. As it is more than probable that the Government will at some convenient season, continue the survey beyond its present limits, I am of opinion that it would be to their advantage as well as to that of the settlers or squatters, to divide the lots on each side of the river, on a bearing south west and north east, for this reason : in the first place, the lands cleared by the squatters have all been laid out in this manner, for this reason that it allows them to settle in larger numbers and with more convenience to themselves. This river flows through vast table lands, fertile in the highest degree, and extending into the interior a distance of nearly ten leagues, and of a breadth varying from 11 to 20, or even 30 arpents.

" On these table lands abound the elm tree, ash, beech, poplar, and spruce ; and I have been assured by Indians that these splendid plateaus extend as far as trout river (which flows into the Grand Matane, at about 15 leagues from the St. Lawrence,) following its sinuosities, and that at the confluence of the river Tornadi, they are of far greater extent.

" In rear of these table lands commence the hard wood lands, these are the banks of the river Matane, having a slope sufficiently gentle to be cultivable. It will be evident from the nature of this proposition, that many hundreds of settlers could establish themselves at very little expense for the opening of roads, as they would have only their front road to make. A road is at present open from the south west side of the river, to the back of the 9th range, and some fifteen settlers have already ranged themselves along the road, with clearings on their respective lots, varying from 5 to 35 acres, who are waiting with great anxiety for the decision of the Government in this matter.

" Should my humble suggestions not be adopted, the consequences which would ensue would I think be as follows :—The present squatters would lose the greater part of their cleared lands, as they are cut up in all shapes by the river, the lines being changed in their direction, one or two individuals would profit by the labours of all the others. This would be the case with Blouin and Chrysostome Bernier, besides the cultivation of these lots will be impossible, as their small means will not allow of their constructing bridges, and no alternative would be left them but to abandon their lands or to vegetate on them for the rest of their days ; this fact is so evident that some of them have already given up clearing.

" I would recommend in addition, the continuation of the "Taché Road," from the Matapedia road to Matane, as a certain means of settling the fertile lands in the interior of the townships of Cabot, McNider, and Matane. A route to communicate as far as the township of St. Denis, or its augmentation (now called the township of Tessier,) would be very desirable, the land is magnificent in rear of the Seigniory of Matane, and would be all taken up shortly if accessible by roads or routes. The inhabitants or squatters of this locality have already petitioned the Legislature on this subject, and I may venture to say it would only be fair to grant their petition, for they more than all others feel the want of such improvements, and know how to appreciate the benefits they confer on colonization generally."

TOWNSHIP OF MANN.

The land surveyed into farm lots in this township, in the county of Bonaventure, as returned in the annual statement for the year 1861, lies back of Oak-Point-Range and the adjudicated lands situate on the River du Loup, and east of the track reserved for the Micmac Indians of Ristigouche. It is bounded towards the east by the Seigniory of Shoolbred and the Township of Nouvelle, and on the north by the residue of the township.

The excellent quality of the soil in this township, its fine timber, and the favorable character of the land, cannot fail to induce emigrants, especially the Acadians from Nova Scotia and Prince Edward Island, and conduce to the rapid settlement of this township.

The report of Mr. E. H. Legendre conveys a satisfactory description of the country surveyed, as follows:

"All the land which I have met in prolonging this line, is so good and so fit for cultivation that it was taken up by degrees while I was surveying it. I was accompanied by a large number of active young men who did not content themselves merely with marking their lots, but who actually cut down the trees and cleared the land while I was working on the line.

"This land is perfectly level and covered with very large birch and maple. It extends I know not how far eastward, for the Little River, at a distance of from 14 to 15 chains to the east of my line, comes from the north, and it is on the east side that this level and good land appeared to me then to extend.

"Having since prolonged the rear line of the east range from River du Loup to the seventh range, I was enabled to ascertain that the land already mentioned extended towards the east. I fell in with it on the north part of the fifth mile and on sixth, beyond which, if I may judge from appearances, I believe it terminates only at the valley formed by the River Escuminac.

"All the land which lies between the Busted Creek and rear line of the range east of the River du Loup is of the best quality, and although it is very elevated, it is nevertheless level and of easy access. Great part of the timber is birch, of an enormous size, and sound in quality.

"The great valley of Busted Creek is wooded with pines which appeared to me for the most part sound. This creek only extends, from what I am informed, to the fourth range, where it takes its rise.

"I proceeded to the post, between the fourth and fifth ranges, on the range east of River du Loup, and prolonged this line to its junction with the west line of the township of Nouvelle. The soil which I met with along this line is still finer than that of the ranges already passed over, and to give an idea of it, I will say that it may be compared to that of Matapedia.

"The prevailing timber is the same as that lower down, that is to say, birch and maple; and, with the exception of the hill at the point of departure, the land, as far as Harrison Creek, is level. This hill is the last in this range. The east branch of the River du Loup and Busted Creek take their rise in the middle of the fourth range, in a grove of balsams, and beyond this the mountains disappear.

"Access to any of the ranges of these townships is made easier by the shanty roads along the different streams, which extend as far as the River Escuminac, and in one instance, to the head of the above named creeks; nor is there any difference in the roads, the land being the same everywhere.

"The valley of Harrison Creek in this range is wider and more shallow than in the ranges already gone through, and the land in this valley is exceedingly good. The timber is of enormous size; ash trees, for example, are met with as large as pines: the prevailing kinds are elm, ash, and birch. This valley appears to me to become larger towards the interior, and I do not doubt that in the adjacent ranges, it will appear still finer in character not as respects the quality of the soil, for it is impossible to find better, but from its greater extent of level ground. This creek supplies a considerable volume of water, and mills might be put in operation throughout its length.

"The further I advance into the interior the better I find the soil, and I am informed by credible parties, that there is equally good land as far as the River Escuminac in the interior; I judge so not only from the appearance of that which I found between the 6th and 7th ranges when I prolonged the rear line of River du Loup range east, but also from the opportunity which I had of seeing, from the summit of the mountain between the 5th and 4th ranges, into the interior of the township. From this point I remarked that a range of mountains extended from the south-east towards the north-west, at many miles distance, and that the ground sloped gradually from these mountains to the place of obser-

vation. From this I am led to believe that these mountains separate the river Escuminac on the north, and leave a very large extent of ground fit for immediate settlement on this side, towards the south-west."

THE TOWNSHIP OF PATAPEDIA.

In the County of Bonaventure bounded on the south by the River Ristigouche, and on the west by the Division line between the Provinces of Canada and New Brunswick, and on the east by the township of Metapedia, contains 80,000 acres, of which P. L. Surveyor Wm. McDonald subdivided 35,480 acres into farm lots in 1862. He reports as follows:—

"Remarking on the nature of this survey, the observation may be made that in its extent the Township is an unusually large one, and from having two river fronts (upwards of fifteen miles on the Ristigouche and 16½ on the Patapedia,) one of which could not be scaled occasioned some time in surveying particularly when so much depended on correctness. The lands warranting the subdivision of the full extent of thirty-five thousand acres permitted, the same were surveyed and posted into 369 lots full three fourths of which are in quality, adapted for settlement, and the remaining undivided parts are not without a large scope of very fine accessible land, viz., east and west of the centre line.

"John Sharp, and Benjamin Merrell are the only two settlers at present in the Township, but there is room on the Rivers for at least forty additional settlers, the ranges on the other hand as I before remarked in my several reports during the progress of the work, present elevated tracts, but which are nevertheless easy of access by various routes, in some instances up the streams in other parts by different ravines and along the table land."

TOWNSHIPS OF POLETTE AND TURCOTTE.

These contiguous townships are situate on the northerly side of the River St. Maurice. The township of Polette lying partly in the county of Champlain and partly in the county of Portneuf, adjoins on the South-west the Seigniorship of Batiscan, and presents on the St. Maurice a frontage of 12½ miles, laid out into 62 farm lots, several of which are already occupied and improved, connectively with the extensive lumbering business carried on upon that river and its tributaries.

The River Wisseneau or Wosseneau, which discharges into the St. Maurice about half a mile below the mouth of Rat River, in the township of Turcotte, traverses this township from north-east to south-west—its north branch entering the township from the north-west—and is, together with its tributaries, reported as offering some fine tracts of land for settlement.

The Township of Turcotte, situate in the County of Portneuf, adjoins on the south-west the Township of Polette, and presents along its front on the St. Maurice 60 farm lots now available for settlement. A range of farm lots on both sides of Rat River, from the rear of the first range to the north-west outline of the township, has been surveyed, which, together with the surveyed ranges back from the St. Maurice, will lay open to settlement many fine tracts of land eligible for cultivation, dispersed over 41,042 acres subdivided into ranges and lots, as returned into the department by Mr. P. L. S. Wallace:

"The front of the township of Polette presents some very fine tracts of land. That part adjoining the St. Maurice consists of alluvial deposits of different ages, arranged in successive steps varying in height from a few feet to about one hundred feet; the higher or older plateau, in all cases showing the better soil. Seven of those steps or ancient banks of the St. Maurice can be distinctly traced in several places. The soil on these places is sandy, the upper containing more vegetable matter than the lower. The timber is fir, spruce, pine, aspen, white, yellow and black birches, cedar, ash, and in some places basswood. Above the hill or bank proper of the river, which in some places is precipitous and rocky, the soil is generally a good brown loam, growing black and yellow birches, maple, &c., &c."

dars, ash, beech, pine, tamarack, &c., &c. The country is generally rolling and not so hilly as the township of Turcotte. There are two farms on the front of this township shown on the plan—one belonging to the estate of Mr. Hall and the other to Mr. Baptiste.

"The front of the township of Turcotte, the 1st and parts of the 2nd, 3rd and 4th ranges, also present some fine tracts of land, marked by the same successive plateaux as Polette, and growing the same timber. The hill or bank proper here, especially in the 4th range, is higher than in Polette, in some places precipitous and rocky, and rising seven or eight hundred feet; the direction of the valleys, however, being nearly north and south, there is every facility for getting on to the higher lands, a number of good main lumber roads being already made.

"There is a large farm at the mouth of the Rat River, on the 1st range, belonging to Mr. Baptiste, on which he raises large quantities of hay, oats, potatoes, &c. The times of sowing and reaping are the same as in the vicinity of Three Rivers, while the soil is more productive.

"The remainder of ranges 1, 2, 3 and 4 is generally hilly or mountainous, in some places broken and rocky, but presents many fine valleys and valuable tracts of land. The soil is generally a rich brown loam or black mould, growing large birches, maple, pine, fir, spruce, aspen, cedar, beech, tamarack, and in some spots red oak and ironwood. Numerous lumber roads intersect this tract, some of them requiring little or no labor to fit them for waggon roads, and all passing through the best valleys, so that, although these ranges are more broken than the land on the west side of Rat River, settlers will have little difficulty in making roads.

"Range A. which is laid off into lots on Rat River, as far as the 24th lot, presents, to this point, the same soil and character, as the former ranges, though not so broken. Above this, as far as the fork of Cigonique or Grande Fourche, the front of this range is bounded by precipitous rocky hills, which rise in some places upwards of eight hundred feet, leaving in some cases level tracts at their bases, along Rat River. The remainder of the lots were laid out along the rear line of this range, or centre line, which will be the best locality for a road to the interior of the township as far as lot 52. From lots 24 to 56 this range presents a good deal of hilly and rocky country, although at least one half is fit for cultivation, the soil and timber being the same as in the former ranges; even the more hilly parts growing very large hardwood and mixed timber, always available for woodlands. There are also some fine level tracts growing timber of the largest size. From lots 56 to the rear of the township, this range, with the exception of the precipitous rocky front on Rat River, presents very good lands, growing fine timber and having large level or rolling tracts.

"Ranges B and C generally present very fine tracts of land, except in some places near Rat River, where rocky and stony ranges occur. The soil is here also a rich brown loam or black mould, growing birches, maples, beech, firs, aspen, ash, cedar, red oak, &c., &c. There are several clearings along Rat River, some belonging to Mr. Baptiste and others which were abandoned by lumbermen after they ceased making pine timber in the vicinity.

"The unsurveyed part of this township was explored in several places, and presents good tracts of land throughout, not so hilly as that near the St. Maurice or Rat River, having the same or deeper soil, growing large timber, and showing extensive tracts of nearly level or rolling land; the tamarack and black birch especially being of a very large size and superior quality.

"All the mountain ranges in these two townships, and generally throughout the St. Maurice territory, run nearly north and south, presenting valleys of erosion caused by the great northern drift of the glacial period, lying in the same direction. On this account, I would respectfully suggest to your department that future townships in this territory, should be laid out with their side lines running east and west, that the range lines, and, consequently the range roads, might lie north and south for the convenience of settlers; as all the inhabitants of a range have, or should have, constant intercourse with each other.—It would also be advisable to adopt this course in subdividing the unsurveyed part of the township of Turcotte, whenever that may become necessary.

"The resources of the St. Maurice Territory are great. At present, the only source of revenue is pine timber, and the quantity made would be very much increased, had the lumberers greater facilities for carrying on their always profitable trade.

"The best method of developing the resources of the territory, is to build a good waggon road from the settlement in rear of Three Rivers to Rat River; this road there to branch off to the River Vermillion, to the north-west, along the valley of Rat River, or its immediate vicinity; and to the vicinity of La Tuque, to the north. This should be a colonisation road similar to those by which your department has opened up several other parts of the country, and especially in Upper Canada. This road would be the means of settling the country on both sides of the St. Maurice, as ferries could be established anywhere below, and at many places above La Tuque. The settlers, besides being in themselves of known value to the country and its revenue, would be of great service to the lumberers in providing them with fodder for their cattle, which they now have to transport from Three Rivers, and in root crops such as potatoes, &c. The road would also be of immense value to the lumbering interest, as the lumberers could use it at all seasons of the year, whereas now they have but the St. Maurice, a summer and winter road alone—a summer road for canoes and scows, and a winter road for teams. In the fall, before the ice becomes strong enough to bear teams, and in spring, when it is too porous and dangerous to do so, the lumberers for several weeks have no means of transporting supplies to their fields of operation. The value of this road will be appreciated when it is remembered that lumbering operations begin in the fall, about September or October, and that the timber gets to the Quebec market in June, July or August only of the following year. Many lumberers cannot send their supplies up the river till navigation is impeded by floating ice, and have to send up their 'drivers' on the ice in spring, weeks before they are wanted or can do anything for their high wages. Some lumberers on the St. Maurice now send up their supplies on the river road in winter for the next winter's operations; thus not only running the risk of the provisions deteriorating by being kept all summer, but paying a years interest on the large outlay required to furnish a lumber camp in rations and fodder. A road would remedy this state of things, and be beneficial to the lumberman, the settler, and the country at large, as it would increase the revenue in a much greater ratio than the outlay required to make it.

"If the St. Maurice country were settled, its resources would be—not only pine timber—but tamarack and black birch, of which there are large quantities of a superior quality.—would be made by the settlers; and when the Piles Railway is built, this timber as well as cedar and spruce, and even firewood will find its way to Three Rivers and Quebec.

"Having, according to instructions, made a few general remarks on the physical geography of the country, its resources and the best mode of developing them, I have only to add that the colonization road I have mentioned could be made without any difficulty, as the country is very favorable for roads running north, the valleys, as before mentioned lying in that direction.

"The road could also be made at a comparatively small cost, as there are only three rivers of any size to bridge, namely, the Matawin, the Bêtepuante and Rat River.

"The branch road to the Vermillion could be of great use to the lumberers on that well wooded river as it would enable them to send their supplies direct from Rat River in summer, instead of using a great bend of the St. Maurice through the worst and most dangerous rapids of that river above La Tuque. It would also pass through a country well fitted for settlement, and which would probably be the first part of the Upper St. Maurice, turned into the permanent homes of civilized men."

TOWNSHIP OF PONTEFRACT.

The township of Pontefract lies in rear of the Township of Mansfield, in the county of Pontiac, adjoining on the east the surveyed Township of Huddersfield, and of the dimensions of nine miles in breadth, by the mean depth of fourteen miles. It is traversed in its whole extent by the River Coulonge and its tributary, the main stream discharging into the Ottawa River at Fort Coulonge, in the Township of Mansfield.

The land in this township is much broken by hills and mountains, and is intersected by several large lakes, in the westerly part thereof especially. Hardwood seems to be the prevailing feature of the country surveyed up the Coulogne. The soil is generally a rich oam, but most frequently stony.

ROLETTE AND PANET.

These adjoining townships are situate in the County of Montmagny; the former is bounded on the north-west by the township of Montmagny, which is traversed by the Taché Road, on the East by township of Talon, on the west by the County line of Bellechasse. It contains 33,806 acres, and is all laid off into farm lots; the latter township extends north-eastwardly to the Province line, and is bounded on the north-east by the said township of Talon, and on the west by the townships of Bellechasse and Daquiam, and County line of Bellechasse, and contains 47,242 acres, whereof the southern part traversed by the River Daquiam and tributary of the River St. John, presenting some favorable lands for settlement, on both sides thereof, and a few ranges along the south-east limit of Rolette were laid off into lots, comprising 28,869 acres.

A passable road intersects these townships, called "le Chemin des Anglais," which was opened by the British and American surveying parties engaged on the survey of the boundary line, under the treaty of Washington, for the express purpose of transporting by it the provisions purchased in the old parishes on the St. Lawrence, and has been used since for lumbering purposes, and might, with certain improvements, be made available for the use of the first settlers of these townships, until this section of the country becomes more developed through settlement.

The report of Mr. P. L. S. Tétu conveys a favorable idea of the general fitness of the land for cultivation:—

The 1st and 2nd ranges of the township of Rolette, are more mountainous than any other range I surveyed. The soil is good, but a little hard to cultivate, particularly in the south-western parts of these ranges. The land to the south of the above lines has a gradual fall, and with the exception of some slopes more or less steep, and all cultivable, only two mountains are to be found, which cover the site of a few lots, and render them of but little use for cultivation, they will not however be altogether valueless, on that account, as they are clothed with rich forests of maple, which before next spring, will be occupied by settlers from the Township of Montminy. The whole surface of this surveyed land, is intersected by rivers and streams, by which it is watered in the most advantageous manner.

The 3rd Range is composed of good yellow and grey mould, with a sub-soil of calcareous clay. The north-western part is altogether covered with maple woods, which have been made use of by the English at the time of the survey of the frontier line. Less maple is found in the South, but a larger amount of grey loam, and the surface is more level.

The 4th Range is in every respect similar to the preceding one, except that there is a larger amount of maple, covering a soil well calculated for the growth of cereals. The north-east part of the 5th range is partly composed of yellow mould, and in this particular is inferior to the preceding ranges; the south-west part is something similar, only that soft wood is the prevailing quality of timber. The north-east part of 6th range, although interspersed with cedar and other swamps, is not the less fit for cultivation. These swamps are mostly covered with a thin layer of vegetable detritus, over a sub-soil of clayey earth very rich and easily drained. The same remark applies to all the swamps in these two Townships. With the exception of some rocky lots, the remainder is excellent, though not offering the same facilities for cultivation to settlers in poor circumstances, who would prefer the lands where hard wood is to be found. The rivers and streams which intersect this part of the township have a more rapid current, running over beds of pebbles (quartz) and do not possess any falls available for industrial purposes.

The 7th Range is composed of good land, yellow and grey loam covered partly by hard and partly by soft wood. The 1st, 2nd, and 3rd ranges of the township of Panet, are composed of good yellow soil, with clay underneath, and very few rocks on the surface, and therefore well adapted for cultivation, to the south of these two ranges, very little

maple or birch is to be found. The land being low there is a growth of cedar and spruce on it, it is mostly swampy.

The 4th, 5th, and 6th, ranges of this township contain the richest soil found in the whole survey, extending south as far as the frontier, and consisting of yellow and grey mould with an argilo-calcareous sub-soil.

The swamps covering all this part of the township would be easily drained, and if subjected to the action of fire, the finest imaginable land would be exposed for cultivation. Finally these two townships are generally well adapted for cultivation, and will very shortly be nearly all settled. In the spring settlers are about to locate themselves on the 3rd range, in the township of Rolette, in the north east part; to reach this locality, there is a road known as the "English Road" which could be repaired at little cost; it crosses the first four ranges of the township; it was passable for carriages twenty years ago, and might be made so again for a small sum. These townships could be traversed by a road which should be made to pass near the lots No. 20, adjoining the central line of Rolette, which would be very level through its whole length, having neither mountains nor rivers to cross, and free from rocks, it would develop the resources of the County of Montmagny.

I have explored and traced out a road taking the above course for the transport of my surveying apparatus, which passes through a very level country. With a few corrections an excellent line might be made, which would give a new impulse to settlement in these parts.

"What first strikes the observer in these townships is the good quality of the land, which is everywhere so prevalent; vast plains extend beyond the limits of sight, interrupted only by rocks here and there, serving as a relief to their immense extent.

"The River Daaquam, which traverses the Township Panet through its whole breadth, waters the two most fertile of its ranges. On approaching the frontier, the land becomes of middling quality, owing to the presence of swamps, which, though of no great extent, are pretty numerous; still, when colonization shall have reached this far in the country, means will easily be found to drain them, and make them as productive as the best parts of the township; for as the sub-soil of these swamps is composed of clay, covered with a thick coating of vegetable matter, it will not fail to become extremely fertile as soon as the work of cropping has begun. The labor will be very much facilitated by the streams which flow in all directions and empty themselves some into the river Daaquam, others to the south of the frontier line.

"In general, the soil of these two townships is mixed with sand and gravel, though much clayey land is to be found, and fit for cultivation: Yellow mould also exist, also grey and black loam, but in smaller quantities, although of good quality, and all well adapted for cultivation.

"The timber is generally as fine as may be expected to be found on land of such fertility, and which requires but a little labor to make it cultivable, for the timber is in general rather scarce. The prevailing kinds are maple, balsam, pine, cedar, and birch, all of excellent quality.

"I am firmly convinced that as soon as the sub-division of this township is terminated, settlers will be found to go into it in great numbers. There is already a good shanty road leading to it: it is commonly known by the name of the Englishman's Road; it is quite good enough for the cartage of provisions during the summer. It traverses a part of Rolette and cuts the province line a little to the east of the north-east line of the Township of Panet. They made use of it during the time that the shanty season lasted; but since the lumber business ceased in these parts, the road has been but little travelled, and latterly has been altogether disused. A very small outlay would put it in good condition. It would only require to raise the trees which have fallen upon it, and to straighten it a little, though, in general it is straight enough. Very little money would make it one of the finest colonization roads, and one of the most travelled. This part of the county is much like the land of the townships on the west and east, and at least as good.

TOWNSHIP OF ST. GERMAINS.

The Township of St. Germain is in the County of Chicoutimi, is situated on the north shore of the River Saguenay, and is bounded in rear on the north and east by the waste lands

of the Crown ; towards the west by the township of Harvey. About three ranges back from the steep and rugged escarpment of the river, have been subdivided into lots ; and also the arable spots at the mouth of the small streams discharging into the Saguenay, presenting some available ground for settlement. The rear part of this township is traversed by the river Marguerite, but no subdivision of lots was made of the land on its banks as bearing generally a hilly and rugged character. Mr. P. L. S. Gagnon who surveyed this township, reports as follows :—

“ The soil from lot No. 1 to 19, inclusively to the south of the river St Margaret, is well adapted for cultivation, being a flat yellow mould, covered with hard and soft wood, and from 19 to 55 to the north of the river, as far as the foot of the mountain, the distance varying from 20 to 30 chains in depth the land is also good.

“ In the ranges to the south of the base line from range D to the Saguenay the land is good with the exception of a distance of some chains along the bank of the Saguenay, and part of range A where it is rather rocky. All the lakes I met in the course of my operations are well stocked with fish, principally trout and eels.

“ There are some good harbors along the Saguenay coast, in front of this township, the best of which is the ‘ Anse a Xavier ’ in front of the village Reserve. There are further, some excellent mill sites on all the rivers intersecting the township. There is no obstacle to the opening out of roads across the township, especially through the surveyed land, and the unsurveyed land between the third range and the river St. Margaret ; that part which lies near East Cape, and that of Red River. The survey of these two last tracts is prayed for by a large number of settlers who have already commenced their labours.

“ It is very necessary also that the Saguenay front of this township should be laid out, so as to establish the amount of land in possession of squatters. I would call the attention of the Government to the land between the River St. Lawrence and the Saguenay to the east of the township of St. Germain ; having had occasion to explore this township before the survey, I do not hesitate to say that the soil and climate are as good as or superior to those of any of the surveyed townships of the Saguenay.”

TOWNSHIP OF SPAULDING.

This township lies on the easterly bank of the river Chaudiere, at its outlet from lake Megantic, extending in depth, towards the east, to the Province line, and bounded on one side, towards the north, by the Townships of Marlow and Risborough, and on the other side, towards the South, by the Township of Ditchfield. The first six ranges of Spaulding which were laid out into farm lots, present with the surveyed six ranges in Ditchfield, about 70,000 acres of highly favorable lands for actual settlement,—the much larger proportion of which is composed of land well adapted for cultivation,—the soil being in general a rich loam and the surface moderately undulating, hardwood timber lands.

The colonization of this township and of the adjoining townships will be materially assisted by the Government road, recommended by Mr. Duchesnay, now in progress of being opened from its junction with the Lambton Road, through the Townships of Aylmer and Gayhurst, intersecting the Chaudière at this township ; but this desirable object would be considerably promoted were a good road opened on the right bank of the River Chaudière, from the Township of Jersey, in front of the Townships of Marlow, Risborough, Spaulding and Ditchfield, to meet the colonization road projected from the interior in Lingwigh to the Arnold River, in the Township of Woburn, recently traced and marked under instructions from this office, and where it would meet the proposed line of road

traced from the Province line, at the terminus of a road proposed to be opened by the American authorities, in the State of New Hampshire, to connect with the Portland and St. Lawrence line of railway, towards the south, with Quebec by the Megantic Government Road,—and with Sherbrooke and Montreal by the western and eastern township roads.

Mr. P. L. S. Duchesnay, who surveyed the Township of Spaulding, reports as follows:—

“The land throughout the Township of Spaulding is for the most part of good quality of loam, though rather stony in places, yet on the whole, very well adapted to agricultural purposes, and may be classed as first-rate farming land. The timber is also of superior quality and of average growth, generally mixed,—the principal kinds being birch, maple, spruce, cedar, balsam and some pine.

“The whole township is well watered, many of the streams being of considerable size, and affording excellent mill sites and water privileges, amongst which I may mention the Nebnellis and Kokomleis, (names given by Indians). The river Chaudière itself is a very rapid stream, at low water being not more than two feet in depth, and of an average width of about two chains, although at spring floods it rises to considerable size.

“The banks are in many places rather uneven, while in others good flats of arable land extend to the water's edge.

“I would take the opportunity here of remarking with regard to the settlement of this land, that the construction of a road from Aylmer, through Gayhurst, to the River Chaudière, in the vicinity of the discharge of Lake Drolet, would be of material service, and is asked for by the settlers in that neighborhood, who are even now in the act of petitioning for the road.

“There is at present a rough timber road following the course of the river Chaudière, which crosses from Gayhurst into Spaulding about lot 27, and thence continues along the river course as far as Lake Megantic.”

THE TOWNSHIPS OF TEMPLETON, WAKEFIELD AND PORTLAND

In the County of Ottawa lie between the Gatineau and the aux Lievres rivers. On a verification of their outlines P. L. Surveyor George F. Austin, reports:—

“The line A. B. passes over a very rough tract of land, with hardly a chain of level land excepting near the point A. The soil is of a good deep hazel loam, in the high land, and of a clay in the low flat land. The timber is chiefly beech, maple, birch, and hemlock with a mixture of white spruce, balsam, cedar, &c. It is very precipitous and rocky, in fact the appearance of the country is broken, rugged, and stony, and almost unfit for cultivation.

“The land along the line B. C. is much superior, there being more land fit for cultivation which has been settled within the last two or three years. It is nevertheless very rocky and barren on the high lands. On the line C. D. E. there is quite a fair tract of land favorable for cultivation, a good deal of which is under cultivation.

“The predominating rock is gneiss. I met with but one water power which is on lot 28 in the 13th range of Templeton, where a fall of 30 feet could be obtained, and a constant flow of very clear water.

“The lake I crossed on line A. B. is very deep, and its waters are very clear and cold; the banks are very steep and rocky. It contains trout, chubb, and perch.

“Lake Wakefield is a magnificent sheet of clear deep water, surrounded with a tract of undulating land. Its banks are not so precipitous as the lake before described, but slope gradually to the water.

“I would also briefly remark that I met with no posts excepting those marked on the B. C. line, and on the south outline of Portland line, of which note has since been taken in the field notes.

“The country about the vicinity of Lake Wakefield is being rapidly settled chiefly by French Canadians, and promises to be a rich agricultural country; using the valleys for grain and the uplands for sheep pasture. There appears to be a nice tract yet undivided

marked as "Gore" on my plan having a depth of one hundred and twenty-one chains and thirty-six links from C to D, and running eastward to the western line of Buckingham.'

TOWNSHIP OF TALON.

The township of Talon situate in the County of Montmagny is bounded on the south east by the Province line under the Ashburton treaty, on the north west by the Township of Patton, towards the south west by the townships of Rolette and Panet, and towards the north east by the projected township of Leverrier. It lies chiefly on the table land at the head waters of the north west branch of the River St. Jean, and contains 59,500 acres of land, whereof 30,201 acres have been laid out into farm lots of 100 acres.

Mr. P. L. Surveyor Bélanger who surveyed this Township, reports as follows :—

"All the surveyed part of the township of Talon does not consist of land favourable to cultivation, still we may estimate at about 50 per cent the amount of superior land, covered with hard wood, cedar and alders. With regard to the remainder, which is inferior in quality, about half may be considered cultivable and the rest rocky, and covered with hard wood, spruce, and some pine. There are several spots that are marshy. With the exception of some steep mountains in the neighbourhood of the centre line, and a few hills here and there the land is generally level, or slightly undulating, over extensive tracts presenting some good lots, well adapted for cultivation.

"With regard to the best method of developing the resources of this locality and opening these lands for settlement, I would recommend that the Anse à Gilles road should as soon as possible be prolonged and run across this township.

"I have indicated by a yellow line on my plan, the best locality for the above road, leading through the most level country and where the best land is found. In the unsurveyed parts of this township there is a tract of about three or four miles in depth, and nearly of the breadth of the township, where the land is pretty level and excellent in quality, covered with fine hard wood, such as maple, birch, &c.; the rear line of the sixth range passes along the northern limit of this hard wood.

"I have transmitted to Sir William specimens of iron ore, which I found in large quantities on a mountain in lots 11, 12 and 13 in the sixth range."

TOWNSHIP OF TOURELLE.

This township, situate in the County of Gaspé, adjoins on the south-west at the St. Lawrence, the Seigniorship of Ste. Anne des Monts, and back of this seigniorship, the Township of Cap Chatte, to its depth, and on the north-east by the waste and unsurveyed public lands—excepting, however, the front range recently laid out into farm lots, on the St. Lawrence, and along the line of road traced from Ste. Anne des Monts, eastward, through the projected Townships of Christie and Duchesnay, to Fox River, by Mr. P. L. S. Baillargé, under the instructions from the Department of Public Works, and of this Department.

The four first ranges of the Township of Tourelle were laid out into farm lots; the greater proportion of the first range thereof being already settled and occupied, partly by squatters, and partly by persons representing the owners of adjudicated claims under the Gaspé Relief Act, (59 Geo. 3); whilst the remaining surveyed ranges, although occasionally of a mountainous and broken surface throughout contain some very favorable lands for settlement, which will be rapidly taken up, so soon as the Gulf Line of road shall have been constructed, as the ample report of Mr. P. L. S. Roy renders manifest :—

"All the land in the first range of the seignior of St. Anne, and in blocks A. and B. is under cultivation to the mean depth of about sixty chains. In addition to the great River St. Anne, there are two important water powers in this tract, the little River St. Anne, and the 'Patate' stream. On the little River St. Anne, about 10 chains from the St. Lawrence, are two splendid mills, the property of T. B. Sasseville; one a flour, the other a saw mill. The saw, particularly, is of superior construction.

"The Little river St. Anne was used, for a long period for lumbering purposes, a considerable quantity of deals having been made on its banks; but for the last four or five years very little wood has been made up in this locality, and this branch of industry has been nearly quite abandoned. On the River Patate are still seen the remains of an old sawl, and a flour mil. These establishments, the property of Jean Le Boutillier, Esq., are now all in ruins."

Mr. Roy, in speaking of the Township of Tourelle, says:—

"The name of this township, which is also that of the locality before a survey was made, is, owing to the existence of two rocks, situate on the shore at a distance of about three miles from one another: the first of these rocks, which is also the largest, is shown on the plan of the township as point la Tourelle; it is of quadrangular form with a base of about twenty feet diameter and rising to a height of forty or fifty feet; this rock is perfectly isolated on a rough beach, and sometimes at very high tides the water passes several feet beyond it.

"The other of these blocks called the little Tourelle, lies to the north-east of the first, is of triangular shape, narrowing at a height of thirty feet and forms part of the cliff on the borders of the river, having the appearance of a chimney standing alone after the destruction of a building by fire.

"The shore opposite the Township of Tourelle is generally rocky; here and there small sandy bays are found which afford a safe harbour for barges at high tide. In the course of last summer several of these bays were occupied by fisher-men from St. Anne and Cap Chat, who established themselves there for the purpose of fishing for mackerel, which these shores are celebrated for.

"In the eastern part of the township is the little River Castor, with a good water power; it reaches the St. Lawrence by a fall of about 20 feet; the banks of this stream are very high and difficult of access on the first four ranges of the township, but beyond this they gradually disappear.

"The land in the south west part of this township, from the central line to the north east line of the Township Cap Chat, is well adapted for colonization. The soil is a yellow mould very favorable to cultivation.

"There are but few of these rivers whose formation offers any obstacle to communication or to cultivation; moreover there is at present a road along the River St. Anne, which extends three or four leagues into the country, but it is unavailable in winter, though a very little outlay would make it passable in summer. A similar road runs along the River Patate, but does not go more than four miles back, about half of it is however passable at all seasons. I would here draw the particular attention of cultivators to the few lots that are still vacant along the River Patate, and also in that part of the township from that stream to the central line of the township. Several lots in the 2nd and 3rd ranges are in course of being cultivated for the goodness of the soil, the facility of communication and the proximity of the Village of St. Anne, having all the advantages of a church, post-office, registry office, &c., &c., are such solid advantages and so rarely met with in a new township that a passing notice of them will be sufficient to show all their importance.

"The north-east part of the township, extending from the centre line to the easterly lateral line, presents to the eye a different aspect; if we consider the height of the cliffs and judging of the interior by the difficulties encountered near the sea coast, we must be led to suppose that this locality is destined to remain long in a state of nature. It is true that on the lots of the first range, to the depth of 20 or 30 chains, the land could only be made available for persons who intend to devote themselves exclusively to fishing, but when this distance is passed, the country changes its appearance and all obstacles disappear. Here and there, it is true, inequalities of the surface, caused by the course of streams, and high cliffs are met with, but no cliffs or hills such as are seen in the first range. I must, how-

ever, make an exception as regards the hollow formed by the Castor stream; which at the St. Lawrence as well as in the interior, to about the middle of the 5th range, presents obstacles which, in my opinion, would not be surmounted without great difficulty. Colonization would progress but slowly if the people were left to their own resources, but the road which the government is about constructing from St. Anne to Fox River, will not fail to prove so encouraging that before long we shall see there as in many other places along the coast of Gaspé, an uninterrupted succession of good settlements.

"I did not find in the interior of the Township of Tourelle a continuance of level land, such as exists in the interior of the Townships of Cherbourg and Dalibaire which I traversed in 1859: but this land, though not so easy of access nor so capable of cultivation, does not appear to me to be less valuable towards the middle of the township. At a distance of about 7 miles from the St. Lawrence, there is a lake, which I have judged to be about fifty acres in superficies. These data are only approximate, as I saw the lake only at a distance of six miles. I was then measuring the depth of the side line. In the middle of the lake there is a small island. A hunter whom I have met since, tells me that this lake is called the Island Lake, and that he had caught a great deal of trout there. In tracing the back outline of the township, I noted besides several streams, the intersection of two rivers; the smallest of these which is in the middle of the third mile, measures 85 links in breadth, and runs through level land from north to south, measuring one chain and five links in breadth; the other river is found at the beginning of the seventh mile, and is said to be a branch of the great River St. Anne; its course is from west to east, and makes its way through the Chicchaek Mountains. At about a mile to the north of the rear line, this river appears to run through level land, after which the hills through which it runs rise successively in an easterly direction; at the point of its intersection with the rear line they attain a height of about 1500 feet.

"The predominant kinds of timber are the pine, white birch, birch, spruce and cedar; there is only a small quantity of maple. The only maple wood worth mentioning, is in the neighborhood of the base line on the north-east side of the little Patate. We there found three or four huts for sugar making in the spring. The cedar bushes are not numerous, but the cedars are of good size and of superior quality. The most extensive of these cedar woods follow the course of the River St. Anne and the Stream Patate. We found a great quantity of pine stumps in this part of the township extending from the Patate to the River St. Anne, but I cannot recollect having seen one of these trees standing.

"The soil is mostly yellow loam and sandy mould; along the course of the little River St. Anne clayey land is found, as well as yellow loam, but not to any extent; wherever similar soil is met with, in other parts of the townships, it is of so small an extent as not to be worth mentioning.

"In continuation, I may add that of all the townships destined for colonization, few are more worthy of attention than the Township of Tourelle. This township has certainly the disadvantage of being difficult to cultivate, owing to the steepness of the cliffs and the depth of the water courses, but generally the soil will be found fertile.

"In addition to this, the colonists will find great resources in an inexhaustible supply of fish of all kinds, with easy communications for the conveyance and exchange of their produce. St. Anne, in the first place, owing to the excellent establishment kept up there by Jean Le Boutillier, Esq., affords a good market; again, the basin of the great River St. Anne, which is a safe port, is frequented during the whole season, by schooners plying between Quebec and Gaspé. It may be useful to add that the Township of Tourelle forms part of the free port of Gaspé, and with the Township Cap-Chat, forms its south-western limit."

TOWNSHIP OF WATFORD.

The portion of the Township of Watford subdivided into farm lots by Mr. P. L. S. Ross lies back of the old surveyed ranges on the River Lafamine, in the County of Dorchester, which is described in the following extracts of his report:—"This part of the

Township of Watford which I have surveyed is in general level with gentle swells and free from rocks, I met with only one ridge of rock in the whole survey, and that one is not high, it is upon lot No. 29 in the 7th range. There are a number of sugaries in this township which are all occupied, they are upon gentle swells, being superior land with a soil of rich brown loam. There has been at some time great fires through this township which have run over all of the mixed wood land (which is of a sandy loam and in general free from stones), and destroyed all the valuable timber, the young growth at present upon it, being mostly sapin, spruce, larch and bouleau; this will retard the settlement of these lands for some time, in consequence of the want of building timber and firewood.

There are several very fine streams running through this township; they are in general very flat. I saw only one place fit for a mill site; it is a fall upon the river Veilleux about 10 feet high, situated upon lot No. 22, in 7th Range. There is a number of flats along the different rivers of very rich alluvial soil, overgrown with alders, and in places a rank strong coarse grass which will make very fine meadow land, when brought into cultivation.

There is a very little merchantable timber upon what I have surveyed: as the reater portion of the timber lands has been over-run by the fire and destroyed: of the remainder a small portion has been lumbered upon, and all the valuable timber taken away.

Exploration of a line of Road from St. Gabriel to Roemont.

This exploration obtained for this Department some highly valuable topographical knowledge of the country traversed by the surveyor from River au Pin in the seigniory of St. Gabriel, through part of the seigniory of Fossambault, at its northerly corner, thence through the Township of Gosford to the intersection of the colonization road at "Roche Plate" on the north branch of the River St. Ann.

Part of the general line so explored has been since adopted from St. Gabriel line to the middle of the third range of the Township of Gosford, thence following a valley between the mountains along the 3rd and 4th ranges, south-westerly to the opened public road leading to St. Raymond.

The exploration performed by Mr. P. L. Surveyor John Neilson is reported as follows:

"Entering the woods in rear of the first range north-west of River au Pin, I examined the only three passes over a mountain range, extending south west and north-east, immediately in rear of the concession above named, the first of those passes at, and two others a short distance east from the grand line dividing the seigniory of St. Gabriel from Fossambault. Thence north-west, keeping the St. Gabriel side of the line to about the middle of the first range, Gosford. Thence in a south-west course, keeping as near as possible the middle of the range to lot twenty or nineteen. Thence north-west to the north-east branch of the River St. Anns, intersecting the colonization road now made on the south-east bank of that stream, on the line between number seventeen and eighteen in the fourth range, Gosford. Thence crossing the St. Ann's on lot No. 22, I explored in a general north-west course to the north branch of the St. Ann's in the Township of Roemont, intersecting the colonization road made on the south-east side of this branch at a place called "Roche Platte" in the settlement known as the "Petit Saguenay" the point of intersection being at a distance of two miles from the termination of the said road, at the forks in the Indian reserve, Roemont.

"From the Roche Platte and from the forks incursions were made by Mr. Crawford and myself in a north-east direction, gradually closing in north-west and south-east, with a view of ascertaining the practicability of pushing the trace to the fork as directed in my instructions. This was however found impracticable owing to the river range (which at the place mentioned has an elevation of eight hundred or a thousand feet) extending its broken spurs so far back as to require a circuit of from six to seven miles to reach the "forks," which by adopting the colonization road is but distant two miles from the point of intersection above referred to.

"The result of my exploration from the first range, north west River au Pin, to the north-east branch of the St. Ann's as described above, having proved that a road line as desired by the Department running along the first range, Gosford, and thence following the lateral lines between lots nineteen and twenty to the bank of the St. Ann's, could not be made without great expense to Government, I reported the fact to your Department prior to leaving for the exploration of Colbert.

"On my return from that Township I had the honor of receiving supplementary instructions, dated 15th November, in answer to my report of progress directing me to make a rapid exploration of the line suggested by me in before-mentioned report, without chaining or taking accurate angles; this I immediately proceeded to do.

Taking departure from a post planted on the north east side of the colonization road at a point two miles from the end of said road (estimated distance) I commenced to retrace my steps towards the north east branch of the St. Ann's and River au Pin settlements, taking hand compass courses, and estimating distances. In the first mile the "Pass of St. Ann's" is surmounted, the road trace ascends pretty abruptly for the first half mile, when the summit of the mountain is attained, by passing through a notch in a spur of the great river range. The ascent may be rendered easy by a series of zig zags. The soil is good, tolerably free from stones, and the timber principally large hard wood, (immense sugarics).

"The pass or notch is level for about ten chains, having an average width of about ten chains; the descent on the south side of the Pass to the high table land beyond, is short, but abrupt, and will require side cutting to some extent, say six or seven chains; when a bay is reached, from which the trace takes a north east direction, following a valley flanked on the north west by the mountain spur just passed, and on the south east by a low hill extending south west its north east end dipping into a small lake, when the line gradually turns to the south west in the commencement of the third mile. This valley which extends a long way north east offers every facility for road making and settlement. The soil is rich, deep and comparatively free from stones; the timber mixed and of a large size; the rear line of the township of Gosford skirts its north west, my trace intersecting lot No. 22.

"From the lake the trace follows a southerly course in an extensive valley divided from the last described by the low hill (spur of the St. Ann's range) till it turns the south west end of a chain of low hard wood hills (spur of the Talayarle), reaching lake "Little Harry", the head water of Green River in the fourth mile. Passing the east of the lake and keeping well the south west side of the Talayarle range, the road trace assumes a general south east course, down the valley of the Green River till the seventh mile is attained.

Throughout this distance the land is undulating; (from Lake Little Harry) the soil is of first quality and the timber chiefly hard wood, maple predominating.

"In the eighth mile the trace again turns north east, winding round the south end of a very large hill (skirting a beautiful and extensive valley which stretches away to the south west towards the settlement of the lower part of the north branch of the St. Ann's) extending north to the "Talayarle," into which stream it suddenly dips, forming a wild chasm of about two hundred to two hundred and fifty feet, following the east side of this hill, the land descends gradually into "Talayarle" which is intersected at about three quarters of a mile from its junction with the north east branch of the St. Ann's; the stream is here from forty to fifty links wide, and although its immediate banks are low, its rapid current renders bridging at any point safe from spring floods.

"On the east side of the "Talayarle" a steep clay bank occurs of no considerable height and from thence crossing diagonally lots numbers twenty-one and twenty-two, upon which last lot the trace intersects the north-east branch of the St. Ann's, No difficulty offers to making an excellent road,

"Planting a post on the bank of the St. Ann's on lot twenty-two where the stream is not over twenty yards wide, the banks on both sides offering every advantage for bridging, I crossed the river, and entering a wide valley, wending north-west and south-east, through the remaining four ranges of Gosford. I continued the trace adopting generally the Quebec and Saguenay R. R. track to the head of Lac à L'Isle River.

"From the St. Ann's to Grand Lac, a distance of about one and a quarter mile, the country ascends very gently, the surface is even with medium sized mixed timber, soil rich but rather stony.

"A remarkable rock ridge traverses the upper or north-west end of the lake. This ridge can however be entirely avoided by deflecting slightly to the west; the trace continues along the south side of the Lake to its outlet, over an even surface, and then again, adopting the R. R. track to the first quarter of the thirteenth mile (first range) when the trace takes an easterly course diagonally across number twenty-two, traversing a mixed alder and tamarac swamp, watered by the discharge of G. Lac, and reaches the pond.

"The discharge of G. Lac is in itself inconsiderable, but at the point where my trace crosses it, the land is low. I would advise crossing it somewhat higher up where a little site for bridging can be obtained.

From the Pond the trace crosses the discharge of Upper Lac à L'Isle and goes down the north side of the Lac à L'Isle river to lower Lac à L'Isle, a distance of about twenty chains through small second growth. Some logging and filling will be required in this section but not to such an extent as to materially increase expenses.

"At Lower Lac à L'Isle the R. R. line is again adopted to the bend of the river à L'Isle, the line leaving the Township of Gosford and entering Fossambault from lot number twenty-four or twenty-five.

"From the bend the east course is continued, cutting the north course of the seigniory of Fossambault, and intersects the line between St. Gabriel and Fossambault at about the middle of lot number one, first concession north-west, River au Pin. There I planted a post by the side of road leading from the settlement known as Russia Buck to St. Gabriel west-ferry, distant about eight miles. This road is in a very good condition till it crosses river au Pin, from that point to McPherson's Tavern, a distance of about two miles, the road is scarcely fit for traffic when it communicates with the road made by Mr. Crawford during the seasons of 1859 and 1860 by Legislative appropriations, the Municipal Council having issued a proces verbal, changing the road to a better locality; the aforementioned two miles will be a great improvement to the road for a distance of about three miles. A small amount of money judiciously applied would render it so far good as to bear a favourable comparison with other roads throughout the vicinity.

"I also examined the road leading from McGuire's Ferry to Clair's Mill. This I found an excellent road, the nature of the ground favoring its condition. There is, however, no road connecting between Clair's Mill and the settlement of River au Pin, (Crawford's a distance of one mile,) or from Crawford's northwest to the road leading from Russia Buck. The locality offers no obstacle whatever to making an excellent road so as to connect these two settlements in a more direct manner with the trace of the St. Gabriel and Rocmont road.

"It is a great pity that the nature of the country between River au Pin and St. Ann's does not admit making the road in the position laid down on the sketch attached to my instructions.

"Prior to making the present exploration I had some hopes of being able to accomplish in this respect the desire of the Department, but a strict examination of the locality has convinced me, beyond a doubt, that a road could not be made in conformity with the trace in question (through ungranted lands) without incurring an expense much over the ordinary cost of colonization roads.

"To meet the views of the Department by passing the road on ungranted lands, three high ranges of hills would unavoidably have to be crossed; the first immediately in rear of the first range northwest of River au Pin, the second taking its rise on the southwest side of Grand Lac and dipping into Lacs au Chien and Sept Isles, and lastly, the chain bordering the St. Ann's.

"On the other hand, the valley of Grand Lac following lot number twenty-two affords a perfectly level track, more direct and free from any physical difficulty worthy of consideration.

"The mountain ranges southeast of the St. Ann's extend northeast and southwest, parallel to the concession lines, so that no obstacle will be found in making front roads to connect with the main trunk (my trace). Whenever this is made, intending settlers will have easy access to the ungranted lands in the first, second, and third ranges, as well as to an excellent tract (already known to the Department) of land in the fourth and fifth concessions of St. Gabriel.

"Northwest of the St. Ann's (northeast branch) the valley of the Green river and the environs of Lake Little Harry offer land of a quality such as to induce settlers as soon as a road will be made.

"To the north of Lake Little Harry a wide valley of apparently good colonization land opens out. A view had from the mountains of the Petit Saguenay lead me to believe that this valley, after making a circuit far to the northeast, opens on the St. Ann's some distance above the forks.

"In 1854, Henry Crawford, Esq., J. P., made an excursion in a northerly direction, between the main branches of the St. Ann's, and reports having walked five days through a country suitable for colonization; encamped the fifth night on what he supposed to be the head waters of the Metabetchouan.

"An immense tract of good land, since several years, has been reported to me by Indians and other hunters as lying in the vicinity of Grand Lac Batiscan. The country is described as being entirely covered with an immense growth of hardwood, the mountains low, ascending gently, and entirely free from stone; elm and ash are frequent, but birch predominates; but little snow falls, seldom attaining a depth of two feet; the climate is identical with that of Lake St. John's. A straight line from the forks of St. Ann's (north branch) to La Tuque, on the St. Maurice, would pass this reported good land; a prolongation of the St. Gabriel and Roemont road to the last named place would secure the double advantage of opening a large field for colonization, as well as connecting Quebec directly with the immense lumbering districts of the St. Maurice.

"Since my return, I hear from reliable sources that several parties now settled on the north branch have actually commenced operations to clear land in the vicinity of Lake Little Harry, and at other points adjacent to the trace. I have also received a letter from a resident of St. Raymond, requesting me to intercede with the Department to procure for himself and others permits to settle in the vicinity of Lake Batiscan, thus indicating a strong desire to face the wilderness even without the convenience of a road.

"In addition to the advantages which this line of road will bear with it, in opening an extensive field for colonization, it will likewise facilitate the communication with the existing settlements on both branches of the St. Ann's, by reducing the distance to Quebec twenty-one miles shorter than the present route by St. Raymond.

"It is then fortunate that the country explored by me, and the trace suggested in this Report, offers no difficulty to making an excellent road, which will eventually become one of the greatest arteries in this district. In fact, though to an inexperienced eye the country under consideration may look rough, nevertheless a very large amount of good land exists, of a quality superior to the old settlements—all that is wanting to redeem this wilderness is to open the road which I have the honor to submit for your consideration."

Montauban Road Line.

This line of road lies in the County of Portneuf, and commences at the end of the Colonization Road opened from the Church of St. Casimir,—a distance of about six miles—and thence, after following the seigniorial line of Grondines, inclines into the 1st Range of the Township of Montauban, which it traverses, and part of the 2nd Range, obliquely to the River Batiscan, a distance of six and a half miles.

Mr. Provincial Land Surveyor A. Bochet, who marked and surveyed the road line reports as follows :—

"I proceeded to explore and trace the Montauban Road, the direction of which lies as follows :—At starting on Lot 17 of the 1st Range of the township, the road winds to the left to avoid the end of a small lake,—the land here is low and wet, requiring a good deal

of bridging—returning to the seigniorial line which divides Grondines from Montauban. The road follows that line for rather more than a mile. Through this extent the land is low and wet for a few arpents, after which it passes through some fine land and good soil, covered with hard wood, and affording good material for road making.

"Leaving the seigniorial line at the distance above-named, I took a north-easterly direction for about 48 chains. In this distance the surface of the land is more uneven, but the soil and timber are similar to that previously passed. I then continued in a north-westerly direction, for about 52 chains, over very level land, the soil being of prime quality and covered with hard wood.

"From the end of this course I took a course of about north 31° west, for about half a mile, over level ground and good soil; and at the end of this distance I took a more northerly course, winding in different directions, for about 24 chains, and descending a slope, at the foot of which is a considerable stream; the descent is gentle, and the soil excellent, except near the stream, where it is low and requires bridging.

"From the stream I followed a course north 10° east, as far as the River Batiscan, a distance of 111 chains, the land being good and covered with hard wood.

"Through the whole course of the road I found only two small rocks, which were on the seigniorial line, and from thence to the River Batiscan, only one. Out of five or six small streams there is but one having a high bank, being at all easy of access, so that no locality could be more favorable than this for the construction of a road."

New Line explored for the Taché Road.

That part of the line marked in 1860 for the Taché Road, from Pohenegamook to the Kempt Road, it was desirable should, as much as possible, keep in the range of surveyed townships back of the seigniories, on the St. Lawrence, which was accordingly carried out, but the line so marked was not found to pass in as favorable a country as would induce the construction of the road.

It was ascertained from reliable information that a far superior tract of country prevailed, more or less, to its junction with the New Temiscouata Road, through the Townships of Demers and Raudot, about five or six miles further south than the first line, and running nearly parallel for a considerable distance, intersecting the well known fine area of land on the River Rimouski, called the "*fonds d'ormes*."

A line has been accordingly explored and marked by Mr. J. B. Lepage, the Crown Land Agent, starting in the Township of Pohenegamook, where the Pohenegamook Road joins the Taché Road Line, thence traversing the Townships of Armand, Chenier, Bedard, Duquesne, and Macpes, and thence gradually inclining northward, through the Township of Fleuriau, to its intersection with the New Matapedia Road, near the rear line of the Seigniori of Thibierge.

A distance of 96 miles, of which exploration and the country it has been traced through, Mr. Lepage reports as follows:—

"In making a general review of the whole distance run for the purposes of opening roads and of settlement, no unfavorable feature occurs to me. I may say that, except one or two spots, which, after all, do not oppose any serious obstacle, the whole of the land intersected by this line offers every advantage to the completion of a road. At no point is mining required. The greatest part of the hills are composed of ———— or of sand; marshy bottoms and wet lands are rare, and of little extent.

"In a distance of 93 miles there are only 10 rivers to be crossed requiring bridges of expensive construction. Of these the subjoined table will exhibit the breadth, height of the banks, and depth of water. With regard to the small streams crossing the line, they may be easily bridged at little expense, the requisite timber being plentiful and near at hand.

No.	Name of River.	Breadth.	Height of Bank.	Depth of Water.	Remarks.
		Feet.	Feet.	Feet.	
1	St. Francois.....	66	8 to 10	2½ to 6	Hard bottom.
2	Toupinque.....	70	7 to 8	2	" stony.
3	Trois Pistoles.....	100	Flat.	2 to 3	The high water in spring covers the banks, stony bottom.
4	Petit St. Jean.....	60	4 to 6	2½	Stony.
5	Touradif, 1.....	46	6	3	Marshy for 9 or 10 chains.
6	Do 2.....	70	5 to 15	2½	Stony.
7	Do 3.....	60	7 to 8	4	"
8	Rimouski.....	114	5 to 7	2 to 3	"
9	Neigette.....	60	7 to 8	1 to 2	"
10	Ror. Rouge.....	30	5	1½	"

A glance at the plan of the line will show that its general course is pretty regular, and that the numerous slight deviations have all been made so as to avoid some obstacle in the lay of the land, such as a hill, a cedar swamp, a lake, rock or mountain, in fine all such impediments the nature of which would raise the expense of construction of a road, render it unfavorable to transport and less durable. As an inducement to settlement it may be stated that the land extending to some distance on each side of the line is favorable to cultivation in all degrees, very few places would make an unprofitable return.

The whole country is watered by numbers of fine rivers and water courses, affording in many instances water powers which might be made available with great facility. Add to this the presence of several lakes abounding in fish.

Maple is abundant in all directions and sugar-making settlements are numerous. The other kinds of timber in any quantity are birch, balsam, spruce, white birch and cedar.— In many places we find ash, poplar and aspen. The smaller trees are the mountain ash, alders, buttonwood, willows and hazel. As to wood for the market, especially such as pine, there was formerly a large quantity, but at the present day the woods are quite devoid of it, however a large quantity of spruce may still be found sufficient for all the settler's wants.

It is not necessary to speak of the beauty of, and advantages to be derived from, the elm covered lowlands at the River Rimouski, as a sufficient description of them has already been given in the 8th section of this report.

I trust that I have conformed to my instructions and am happy that I may be certain that the running a road through this territory will be the means of opening up a vast extent of country for settlement.

These advantages are well known to a large number of settlers, who are disposed to locate themselves on the road as soon as it is passable, with by-roads leading to it.

THE HAMPDEN AND ARNOLD RIVER AND MAINE AND MEGANTIC ROADS

Lie in the County of Compton and will open up for settlement a large tract of fertile lands well watered by tributaries of the Rivers Chaudiere and St. Francis. Provincial Land Surveyor W. W. O'Dwyer who surveyed the lines in 1861 reports as follows :—

The Hampden and Arnold River Road commences at the point where the Victoria Road, in Bury crosses the line between Bury and Lingwick, and runs thence south easterly along that line to the out-line of Hampden, which it follows south westerly to the division line of lots Nos. 8 and 9 of Hampden. Thence southerly through the three first ranges of Hampden, and the 1st, 2nd and 3rd ranges of Ditton : thence, extending back westerly to Newport line, it runs easterly, and part southerly through Ditton, Chesham, and Woburn to the West bank of Arnold River.

The length of the Road, by the survey, from the Victoria road to Arnold River is 31 miles and 77 chains. The extension of the line westerly in Ditton to Newport line measured 99 chains ; giving the entire length of road laid out 33 $\frac{1}{2}$ miles.

Upon the whole of the line, with the exception of the distance along Bury and Lingwick line, are laid out lots of one hundred acres each, (except where irregular areas of necessity occur), forming a double range of lots fronting upon the road, except where side lines are followed ; as shown upon the map of the survey.

HAMPDEN AND ARNOLD RIVER ROAD.—GENERAL SUMMARY.

SETTLING LAND.

The good land for settlement may be divided in six principal blocks or tracts, viz :

I.—In the 1st, 2nd and 3rd ranges of Ditton, from No 7 and 13 of the 1st Range to about $\frac{1}{4}$ of the depth of the 3rd Range, and extending west to Newport line.

II.—On the west side of, and around Salmon River from No. 10 to No. 31.

III.—From No. 55 in Ditton to No. 2 in Chesham and extending farther north easterly.

IV.—From No. 14 to No. 29, Chesham, extending farther east in a north easterly direction.

V.—From No. 36, Chesham, to No. 55 or 56, Woburn, extending south easterly toward "Saddle Mountain."

VI. From No. 72, Woburn to Arnold River, extending up and down the River, and containing very fine Meadow land.

Of these the 2nd and 5th Blocks are the most extensive ; and contain some of the finest land and timber.

GENERAL REPORT.

In respect to timber for lumbering purposes, it may be observed that no great amount of pine timber falls within the lots surveyed ; but there is an abundance of very large growth of spruce of excellent quality, with fine birch and maple in the higher parts.

Smaller tracts of very good land occur between the larger ones, in many of which two or three farms in a block can be found of highly desirable land ; while the poor, waste land is not in such quantity or extent anywhere as to prevent the formation of a comparatively continuous chain of settlements when the road has been opened and made ; and taken together, it may be safely said that the Lands laid out for settlement by this Survey, will compare favorably with the same extent of territory in most of the adjoining Townships now under process of settlement and colonization.

THE MAINE AND MEGANTIC ROAD.

No hills of any magnitude will be found on this route. The exploration for the first four miles from the point of departure southerly, by the shortest route, runs mostly through good settling land. In the remaining distance there is a considerable proportion of dark timbered land, stony in parts, but generally not unfavorable for the construction of a Road ; while several favorable localities for farms can be found along the River. For the last two and a half miles the Road will run along the base of the Ridge, the crest of which is followed by the boundary line. The Easterly slope of this Ridge is finely timbered with hardwood ; and there is a narrow belt of arable land along the River on both sides, broken occasionally by the nearer approach of the hills to the River.

Throughout the whole of this section no impediment exists against the formation of a good Road, at about the ordinary cost of such work.

The land by the route through this section is favorable for settlement almost the whole distance, and in many parts is of excellent quality ; some poor land intervening from time to time, but not in large tracts.

By the opening of this Road, a considerable amount of good settling land in the townships of Woburn, and a large quantity of excellent land in the townships of Clinton and Marston will be made available for settlement ; and when considered as a local improvement in connexion with the Hampden and Arnold River Road, now laid out, and as the connecting link between the settlements already formed and now rapidly increasing, on both sides of the line between Canada and the United States, the importance of this route, in the general scheme of Colonization, will hardly be over rated as an agency in developing the resources of this part of the country.

Mr. P. L. S. Duval's Report on the Anse à Gilles Road Survey :

"As to the quality of the land, from the 5th mile to the 9th, along this road, it is but indifferent. As to the upper part, that is to say, that which is prolonged up to the Taché Road, it is well adapted for cultivation ; the soil is not stony, and appears to be everywhere very rich. On the rear lines of the 5th and 6th ranges, which I have drawn, is a large and fine maple grove, on which have been established several sugaries. The soil in these two concessions is very rich, without rocks or stones ; so that everything is in favor of the settlers. I do not hesitate to say, that it is the finest and largest tract of land which I have as yet passed through. It is in every respect well adapted for settlement.

"I have no doubt that if these lands were once known, they would not fail to be appreciated by a crowd of settlers, who would set about clearing them with zeal and ardor, and would derive from them considerable profit. As soon as the road shall have been opened for a sufficient distance, it is certain that colonization will advance in the Township of Patton.

"Means of communication in this territory will be easy of attainment, for there is no considerable hill or inequality. There are, however, some gentle acclivities, which are by no means unpleasant. From the summit of these slight eminences, the eye contemplates with pleasure the vast extent of country which lies around, and which fills us with sentiments of admiration for the Author of so many wonders. The timber, in general, is tall and heavy. There are some cedar groves interspersed with balsams of large size."

Report of Mr. Surveyor Francis Tétu, on the survey of the lands on the Arago Road.

"In those parts of the Townships of Lessard and Beaubien, which I have surveyed, there are many tracts of stony soil to be met with, but this will not be an obstacle to the settlement of nearly the whole of these lots, the soil of which is, in general, well adapted for colonization. The prevailing kinds of timber, in these two townships are cedar, fir, white birch, alder and balsam : there is little pine of large size in the immediate neighborhood of the road line, but a proof of the existence of timber for building purposes in the Township of Lessard is, that in the month of November last a shanty road was established for the cutting of saw-logs which are transported to the Bras d'Apic. All the Arago tract is fit for cultivation ; the kinds of timber found there are balsam, white birch, black birch, and, in still greater quantities, maple. In effect, in the last named Township alone the number of sugaries worked during the last winter was more than sixty.

"The Arago road-line is already of great utility as a snow-shoe road for those who are making sugar in these townships."

Report on the exploratory survey for a line of road from Gaspé Basin to Port Daniel in the district of Gaspé, by Mr. P. L. S. Blaiklock ;

"Although my explorations have failed to attain the object contemplated in my instructions, namely to open up the country for settlement in rear of the surveyed lands in this part of the country, yet a good line for a road could be traced which, passing through the back ranges of the Townships of York, Douglas, Mal Bay and Perce, would reach the seaboard near the seigniory of Grand River, and would open up an extensive and valuable track of unoccupied Crown land for settlement. This route would shorten the distance to the Bay des Chaleurs by about thirteen miles, and would be from thirty-two to thirty-three

miles in length; it would at the same time avoid the danger and frequent delays caused by crossing the Barachois of Malbay and Douglastown, where, after a heavy storm the sea breaks with great violence over the bars of the mouths of these rivers, and the ice running in the spring causes frequent delays in the transit of the mails and passengers.

"Besides this line, many other shorter branch roads might be opened with advantage, and would greatly facilitate the settlement in this part of the country. For instance a road opened up the River St. John to connect with the Village of Douglastown, would open two ranges nearly all across the Township of York, of excellent land for settlement, also by continuing the road up the Barachois of Mal Bay and thence along the river, would greatly facilitate the settlement of the fine rich tract of land bordering this stream. The York and Dartmouth rivers could likewise be opened up in like manner, in the valleys of both of which rivers considerable tracts of valuable land, well adapted to agriculture, exist. In fact if ever the interior lands are settled, it will be by the progressive settlements of these streams.

"In closing this report I cannot but remark the rapid improvement that has taken place in the agricultural pursuits in this country within the few years I have been observant of it, as well as in the increasing quantities both of cereals as well as root crops that are now raised, as also in the improved system of cultivation.

"The granting of patents and opening of the Crown Lands for sale, has likewise given an increased impetus to agriculture, inasmuch as the occupants have already, or are about to obtain titles for the property they occupy, and be secured in their possessions, which, for years heretofore they have not been. It will also enable persons wishing to invest capital in landed property in the country to do so with far greater security than heretofore."

Exploratory surveys for a road from La Tuque, on the St. Maurice to Lake St. John, Saguenay, by Mr. P. L. S. Blaiklock:—

"The country lying between the River St. Maurice and the Lake St. John is an elevated, broken and rocky trough, in which numerous of their tributaries take their rise; the surface is broken up into wave-like mountains, not generally of high elevation, but precipitous, without connection or regularity. There are few regular ranges of hills or extensive vallies, and the whole is clothed with a dense but stunted growth of mixed timber, consisting, chiefly of black and gray spruce, fir and white birch, together with a very few scattered birch, poplar, tamarack and maple. The soil of this vast region is mostly sand, approaching, in some instances, to a light loam, but of such a stony and rocky character as to afford but slight hopes of its ever being brought under cultivation.

"The country is well watered by small tributary streams, and innumerable small and large lakes, but their vallies are narrow and limited in extent. The fixed rock is all of a granite formation, and in no instance did I observe any appearance of minerals or stratification.

"There are no extensive groves of pine in this country, but considerable quantities scattered over the hills, bordering the rivers and lakes chiefly upon the waters of the Bostonais and Croche; much of this timber is sound and good, but, as a general rule, they were faulty, from wind shakes and *spunk knots*, and more suitable for saw logs than squared timber. If the information I received can be relied upon, the great pine bearing country of the St. Maurice lies to the west of that river.

"The idea that there existed a large and extensive valley connecting the St. Maurice with Lake St. John was quite a mistaken one; the fact is, it is an elevated water shed with ranges of hills dividing the several streams. These hills, which have a considerable elevation near the main streams, gradually diminish towards the height of land, the country rising gently to the dividing ridge and descending in a similar manner on the opposite side.

"From the foregoing description of the country lying between the River St. Maurice and the settlements of the Upper Saguenay, it cannot but be observed that from the broken and mountainous character of the land, and the arid nature of the soil, but slender hopes can be entertained of its ever being made available for purposes of colonization;—many spots of comparatively good land were met with in my exploration, but so limited in extent and isolated in position, that they could not be made available for settlement. The only prospect for any connected or continuous settlement would be, in my opinion, by the valley of

the River Croche, where the alluvial along the banks of that stream offer the only advantage for such a purpose.

"Information has no doubt been furnished to the department upon this subject, by Mr. Arcand, P.L.S., whose special duty it was to explore and report upon this river.

"By an inspection of the accompanying plan, it will be seen that my exploring line followed nearly along the dividing ridge, between the waters of the Croche and the Bastonais, and consequently passed over the most elevated ground in the range; it would therefore offer considerable difficulty to the construction of a road, from the broken nature of the ground in the vicinity; but I should think, by following up the valley of the Croche to near the height of lands, and thence either to descend the valley of the Ouatichouanish, which was explored by Mr. Arcand, but whether reported upon favorably or otherwise I do not know, not having seen his report upon this section of the survey.

"Of the latter route I cannot speak with any degree of accuracy, not having explored that section lying between the head waters of the Croche and the great Ouatichouan lake; but I have every reason to believe it would be found similar in character to that traversed by the line surveyed.

"In reviewing the object of the present exploration, namely, the opening of a road between the settlements on the St. Maurice and those of the Upper Saguenay, I am of opinion that for at least some years to come, it will not be made available."

WM. McDOUGALL,
Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, May, 1862.

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OTTAWA AND PONTIAC COLONIZATION ROADS.

CROWN TIMBER OFFICE,
Ottawa, 27th March, 1862.

SIR,—I should have had the honor, at an earlier date, of reporting on the progress of last seasons works on the Colonization Roads in the Counties of Ottawa and Pontiac, entrusted to my charge, had it not been that the unavoidably late commencement of some of the works carried them far into the winter; and that unexpected difficulties in compilation, and other causes beyond my control delayed the preparation of such a map of the country north of the Ottawa, as seemed necessary to shew in a satisfactory manner the Roads forming the subject of report and the surveyed Townships they are designed to lead to, or through which they pass.

The works to be reported upon are of two classes; the works performed under the appropriation of \$10,000 for the Counties of Ottawa and Pontiac for the year 1861, and those done in expenditure of the remaining appropriations of former years.

The works under the appropriations for the year 1861 consist of—

1st. The making of ten miles of the Gatineau and Coulonge road in the township of Low.

2nd. The improvement of the Thorne road, and the making of three miles in continuation of it, leading to the Gatineau and Coulonge road, in the township of Leslie.

3rd. The building and repair of bridges on the Gatineau and Desert Road.

The works under remaining appropriations of former years are—

1st. The opening of the Onslow and Masham road.

2nd. The improvement of the front road in the lower part of Pontiac.

3rd. The opening of the Eardly and Masham road.

4th. Works on the front road in the upper part of the County of Pontiac.

The Gatineau and Coulonge road was originally projected, and traced in the field by Messrs. Bouchette and Aylen, from the Puagan Falls on the river Gatineau, about thirty-six miles above its mouth, to the settlements on the Ottawa at the mouth of the river Coulonge, a distance of forty-nine miles; passing successively through the central part of the township of Low, the front of Cawood, generally along the line between Leslie and Thorne, along the rear of Litchfield and through the south-east corner of Mansfield.

The ten miles of it contracted for, and very nearly completed, extend from the main road on the Gatineau into the last range of the township of Low. It is the most important part of the whole line, not only because it passes through the best land upon it, but also because it gives access to the road line traced northward from the river Pêche in Masham, along the rear ranges of the townships of Low and Aylwin, to the river Pickanook in the township of Wright, which passes through the greatest extent of land generally admitting of settlement that there is in the lower part of the valley of the Gatineau.

The intersection of these two roads therefore forms a point from which settlement roads could most advantageously be opened extending northward, southward and westward, as will be further explained in proposing the works most immediately serviceable for the ensuing season. The greater usefulness in this manner of the first part of the Gatineau and Coulonge road became a reason for making it in a more thorough manner than might be necessary in the case of a less important road.

The part of this road contracted for and nearly completed is done according to the accompanying specification which I prepared, after many years experience, as the best for obtaining a good road economically, as regards labor and expense, where the means available did not admit of a first class earth road being constructed. It is opened 24 feet in width, the roots and stones thoroughly grubbed out of ten feet in breadth of the centre, (practically much wider in all the dimensions), and crowned to the width of sixteen feet with a sufficient rise in the centre; with culverts, ditches and discharging drains, where necessary. The causeways are laid sixteen feet wide, hewn or covered with earth. The bridges are built in the most substantial manner with covering eighteen feet in breadth.

Tenders were received for the work on the 20th day of August, after extensive public advertisements, and it was let to the party making the lowest tender, at the following rates, viz.: causewaying \$3; bridging, from three to seven feet high, \$10 per rod; bridges over seven feet high, one-seventh additional to the foregoing for every additional foot in height; ditching three feet wide by two deep where required, apart from the ordinary water tables, 60 cents per rod; and for all other work taken together, that is, for grubbing, crowning and draining, including side cuttings (not measuring in the bridges and causeways,) \$1 per rod; extra excavation, 20 cents for earth and \$1.10 for rock, per cubic yard.

Of the ten miles contracted for, two and a quarter miles remain to be crowned, with the necessary culverts and a little causewaying; it is all grubbed out except sixteen rods; and there is one bridge 104 feet in length by 12 in greatest height, not yet built, but now in progress.

There are 58½ rods of bridging done, varying from four to fourteen feet in height, including one bridge of 210 feet long by 13½ feet high, another of 117 feet by 10½ feet high, one of 81 feet by 9½ high, and 348 feet in length of substantial wharving in the bed of Stag Creek, solidly filled, and from eight to 10 feet in height. Of causewaying there are 172 rods, and 135 rods of extra ditching; and although there is very little stony or rocky ground, there are many extensive side hill cuttings from three to five feet in depth.

My accounts to 31st December last, exhibit payments to W. A. Richardson, the contractor, for work performed on this road, amounting to \$3,776.08. The further payment to be made for the completing of work under contract (part of which has since been paid) will amount to about \$900 more, to which should be added \$100 for half a mile of work not yet contracted for, desirable to be done. The final cost will be rather low for the value of the work performed.

Considering the generally rugged character of the Gatineau country, it is remarkable that this portion of the Gatineau and Coulouge road, extending nearly to eleven miles from the Gatineau passes through a tract of country nearly altogether arable, and very free from rocks or stones, the soil of the first part of it being generally a clay loam of the richest kind, and the latter part warm and fertile, though in parts rather light and sandy; and connected with it on each side there are several irregular blocks of land very favorable for the formation of settlements which will open into this piece of road.

The next eleven and a half miles of the road line passes through land of an inferior quality, one-half of it only on an average on the line being fit for settlement, but at a mile and a half south of the line, three-quarters of it may be said to be so. For the next four miles, to the centre line of Thorne, it is of the same inferior description, on the line about one half fit for settlement—north of it about one quarter, and southward from it three quarters may probably be so.

The next eight miles, that is to three and a half miles along the rear of Litchfield, is through land well suited for settlement on both sides, which extends to three miles northward of the rear of Litchfield, much of it is now occupied. This is the best tract on the west portion of the line.

Then after becoming inferior for three and a half miles, it winds through the mountain range, where scarcely half of the land is fit for settlement; and the remaining six miles to the end of the line, near the mouth of the Coulouge, is generally on a light barren sand.

The other parts being inferior, it was considered desirable in the first instance to open up only the eight miles in rear of Thorne and Litchfield, most suitable for settlement (which has already made some progress there), and to connect it with the old settlement of the township of Clarendon, by improving that part of the road from Clarendon Centre to

Otter Lake, which leads northward through the township of Thorne. By doing so, and then turning northward from the east part of the rear of Litchfield, up between the rivers Coulouge and Pickanock, where several lumber explorers had reported that there was much apparently good hardwood land, it was thought that a great highway could be projected, having the very important advantage of being alike an advantageous road for settlement to an indefinitely large extent, and a very useful inlet for the lumberers on the rivers Coulouge and Pickanock, whose expenditure for farm produce and team hire would do much to encourage and sustain settlement. More recent information, however, tending to show that the soil of the seemingly favorable hardwood land, in that direction was too shallow to admit of the formation of prosperous settlements, rendered the prospect of forming an advantageous extensive settlement road in that direction too doubtful to warrant the commencement of it on the scale originally intended.

The idea of opening the eight miles of the Gatineau and Coulouge road in rear of Thorne and Litchfield, on the same scale as the ten miles of the east end of it, was therefore abandoned for the present, as it would apparently lead to nothing of importance; and the operations of the past season, there, were limited to the works on the road through Thorne and the making of part of it.

The improvement of the Thorne road, including the making of three miles of it on a new site, was required to give proper access to the lands on the west end of the Gatineau and Coulouge road, and to the settlements that will gradually be formed on tracts adjoining it to the northward and eastward. This road is the natural inlet to these tracts, giving access to them from the steamboat landing on the Ottawa and the village of Clarendon Centre, where the Crown Land Agent's office and the nearest stores for the supply of the country are. It affords a good passage through the first range of the Laurentian Hills, which skirt the Ottawa settlements, and are here met at the rear of Clarendon; and it is the line of communication with the lumbering establishments of Messrs. Gilmour & Co., on the Pickanock, which together with their roads, have been the chief cause of the extension of settlement in this direction.

The road through Thorne is about nine miles in length, from the front to the rear of the township. The first five miles pass through the range of hills above mentioned. On this part, the work done consisted in the improvement of long, steep and dangerously rocky ascents, requiring in parts excavation, and building up with stone, the removal of rocks, ditching, &c., together with 224 feet of most substantial bridging, in three places; with wide cuttings and levelling of banks, and 300 feet of hewn causewaying. Of the remaining four miles, three miles and three chains of new road were opened, with a width of sixteen to twenty feet; two've feet wide in the centre of it, well levelled, after being thoroughly grubbed and ploughed. There are considerable cuttings at ascents and side hills, a very substantial bridge sixty feet in length, and 210 feet of hewn causewaying.

The total expenditure made on the road in Thorne, otherwise called the Otter Lake road, is \$1,047.10.

Much of the work was of an irregular nature that could not be suitably let by contract and required experienced skill. It was done by a party of well selected men under the charge of Mr. James McLaren of Portage du Fort, who had formerly executed some very difficult work for me on the Bytown and Pembroke road, with unusual skill and economy, as he has also done in the present instance.

Finding many causeways to be made, and bad rocky hills that would have been very expensive, on the upper part of the old track, I spent two days in exploring and locating the three miles of new road above mentioned instead of it. The site of the new road is as remarkably good as the other is bad, passes through good land for settlement, which the other does not, and shortens the distance one mile or eastward, and two miles for westward travel, on the Gatineau and Coulouge road line, which it intersects at the rear of Thorne. It also there connects with several lumber and settlement roads, which, as the country there becomes generally level with a light dry soil, are remarkably good though opened at little cost.

Within a radius of six miles of the end of this new road, there is much good land for settlement though some of it is stony, but unless the existence of some considerable extent of land fit for settlement be definitely ascertained beyond that, nothing of importance can

be done here; and the completion of the road a few miles westward, on a small scale, seems to be the utmost that could be desired till further conclusive information be obtained.

The building and repair of bridges on the Gatiueau and Desert road, is the third division of works on which a small expenditure on account of the appropriation of 1861 has been made.

In the beginning of November last, I made a rapid but careful reconnoissance of the road up the Gatiueau as far as the river Desert, as formerly proposed, taking the necessary notes as to the state of the road, soil, surface and obstacles, to enable me to make an approximate estimate of the cost of completing on a moderate scale that very important road, alike for the settlement of the country and the business of it.

As the expenditure of a small sum of the appropriation for 1861, for necessary objects on the Desert road had been proposed, and as some of the bridges were in a dangerous state, or required to be built to prevent the obstruction of travel in spring, I let part of the works to be done on my way returning. It consisted of four small jobs, viz.:

The repair, raising six feet and lengthening to 170 feet of the bridge over Lacroix's brook, a little above the Pickanock, let for \$110. The building of a bridge over Lepine's brook, 75 feet in length, let for \$50. One of 90 feet on Carisse's brook for \$50; and the building of a bridge and causeway at St. Amour's brook, 344 feet long, for \$111.25, all in the township of Wright.

The payments on account of these works charged in my account current to 31st December last, amount only to \$186, but they have all since been completed and paid for, excepting small reservations made till spring.

Also the bridge over the river Pickanock, which was built with Colonization money, I found on careful examination, required to be raised six feet higher, to prevent its probable destruction by spring floods, and to be lengthened to 236 feet by adding 70 feet to it. This work has since been let for \$320, completed and paid for with a small reservation.

The extension of another bridge, let for \$40, is the last work on the Desert road now in progress.

Earlier in the fall, I visited the Crown Land Agents in the lower part of the County of Ottawa, and collected from them and from the lumberers and others best acquainted with the interior, such information, as added to that derived from Surveyors and their returns of surveys on record in my office, confirmed my previously expressed opinion that the valley of the Petite Nation river was the most favorable site, next to that of the Gatiueau, for the opening of a great highway into the interior country north of the Ottawa, as a Colonization road, and that such a road on the east side of the Petite Nation river would pass through much good land for settlement. Having obtained your sanction, I immediately instructed Mr. Leduc, of St. André Avelin, to survey such a line of road, up through the township of Suffolk, with a view to its further continuance. The result of his survey is highly satisfactory, but no expenditure has yet been made in work upon this line of road. I shall leave further notice of it and of the Gatiueau and Desert road to the concluding part of this report, suggesting future operations.

Of the work of last season, under remaining appropriations of former years, the first begun was the opening of the Onslow and Masham road.

This road commences at the Catholic Church on No. 4 of the 8th range of Onslow, and extends to No. 28 of the 12th range of that township, where it joins the Masham road at the river Pêche.

It has been opened throughout, from the vicinity of the church, from twelve feet in width to six feet in difficult places, among rocks; the hills are dug and stones removed so as to make it passable for a cart. There are causeways made on it amounting to 286 feet, and a substantial bridge on the outlet of Wolf Lake, 166 feet in length, upwards of ten feet in height, on block work, with hewn covering. The bridge and causeways were made 18 feet in width to suit the dimension of the road when widened by the statute labor of the settlers.

The appropriation for this road was \$900 of which there has been expended \$785, leaving \$115 for further work.

The work was done by a party of men employed by the month under Mr. Benjamin Moore, of Onslow, whose energy and great experience in conducting extensive lumbering operations in the woods, secured the best possible result for the money expended.

The improvement of the front road, in the lower part of Pontiac, was done under the appropriation of \$1,000 for that road from the County line between Ottawa and Pontiac to Portage du Fort.

On careful examination and inquiry, I found that expenditure on improvement was most required on parts of the road in Clarendon, where it is rough and miry, and especially in the township of Onslow, below the river Quio, where there was an extent of about four miles of extremely bad road, one half of it being over rough rocky ledges, and the other very miry and unmade, requiring much work in ditching, &c. This piece of road had long been the chief obstruction to communication by land between the county of Pontiac and the city of Ottawa. The building of several bridges on the front road, in the lower part of the township of Onslow was also very much required.

Elsewhere, especially in the township of Bristol, I found the road good and presenting no obstruction to travel, and therefore not meriting any expenditure on it from the appropriation, while the other parts mentioned so much more required it. My examination took place at a time when country roads are in their worst possible condition.

With the exception of the improvement of a dangerous spot, on a bare rock, on the road in Clarendon, the doing of any work upon it in that township was deferred, not only because it was so late in the season but also because an apparently desirable change of a part of the road was proposed, which required examination.

The expenditure of last season was therefore limited to the improvement of the very bad parts of the road in Onslow, and the building of bridges already mentioned.

This work was also done by Mr. Benjamin Moore and his party, and in such a manner as to elicit an official expression of approbation from the Municipal Council.

The work was commenced at the north side of the Quio bridge, on No. 11 of the 3rd range of Onslow, and consisted in the making of bad spots by crowning and draining, the moving of rocks, cutting of side hills, the making of nearly a mile in all of ditches, with many culverts. On one hill nearly 300 tons of stone were removed, and part used for breast work. Only 136 feet of causeway were made, but on the lower part of the road, seven bridges were built, amounting to 464 feet in length, some of them eleven feet in height, and all constructed most substantially.

The total expenditure charged in my account to 31st December last, on account of the works on this road of the \$1,000 appropriated is \$735, leaving a balance unexpended of \$265 for works to be done in Clarendon. (See Synopsis herewith.)

Parties in Clarendon acquainted with the ground informed me that for about seven miles, between No. 8 and No. 24 of the second range of that township, where there is a great bend in the front road, and some bad ground to be passed, the bend could be cut off, saving upwards of a mile of distance, and a much better site found by carrying the road nearly straight between the above points, passing in, or along the rear of the 1st range, chiefly through a dry, nearly bare sandy red pine brulé—and the change of the line here is strongly recommended by some of the leading settlers, as it would give a constantly dry road that would require almost no repair instead of the present line, whose clay ground will always become exceedingly cut up, in wet weather in the fall. The parties recommending the alteration say, with justice, that though it would not benefit them, as they do not reside on the proposed line, it would be a great advantage to the general travel, especially of people from the Upper Canada side of the Ottawa, who would cross on the bridge now building at Portage du Fort and avail themselves of the road on the north side of the Ottawa, which, by cutting off the great bend of the river is about ten miles shorter than the road on the south side to Ottawa city; which is all unquestionably true.

Not having time to do so myself, I employed two competent persons to go over the proposed line, who found it to be as stated. \$500 in addition to the balance remaining of the appropriation would open this line and give a better and shorter road than the present one, and a road that would be sound and useful in the wet weather late in the fall, when most required, when the other would be scarcely passable. It is extremely difficult to see why it should be made with colonization road funds, but an additional appropriation for it would be at least as justifiable in that respect as the one already made.

If by strict definition a colonization road be one necessary to give access through, or to, public lands fit for settlement, not already otherwise accessible, the front road in the upper part of Pontiac is much more strictly one, as it extends beyond existing continuous

steamboat communication, and facilitates access to the vacant lands north of it, above Portage du Fort.

The remains of appropriations of former years for the front road in the upper part of the County of Pontiac, under which works were performed last season, were \$650 for the part from Black River in Waltham to the Coulonge in Mansfield, and \$250 for the Calumet and Deep River Road, to be spent on the uncompleted part in the upper part of Chichester.

As it was not till I received an official communication of the 22nd October, that I was informed of the amounts actually at my disposal, or the works to which they were applicable, remaining of former appropriations and that in some cases, after that, remote localities had to be visited, and the work to be done ascertained, and agreements made on the spot for carrying them on, including the collection of men, and the purchase and forwarding of tools and provisions, it will be evident that some of the works were necessarily only commenced, when such operations generally are being closed and reported upon.

Under such circumstances, I trust that it will not be considered extraordinary that my works were not all completed.

As the work to be done under the last mentioned appropriations, consisted chiefly in the building of several bridges, the want of which constituted the chief obstacles on the road between the Coulong and Black River, it could be proceeded with, though late in the season. I instructed Mr. Alexander Proudfoot of Mansfield, who was strongly recommended to me by Mr. Bryson and Mr. Poupore, M. P. P., on account of his ability and character, to employ a party of suitable men by the day and proceed with the building of the bridges and to make the best arrangement he could for the opening of the piece of road required in the township of Chichester.

He suspended proceeding with the latter at the instance of the Municipal Council of Chichester, who were anxious to submit a change in the line of road to my decision.

Mr. Proudfoot was interrupted by severe illness and by unfavorable weather in getting out of the timber for bridge work in progress; his works will be completed in the incoming season.

He has, however, built three substantial bridges of hewn timber, one of 30 and two of 56 feet in length, of 9, 7 and 12 feet in height respectively, with another of 180 feet in length in course of construction, when he ceased working, besides making at Smith's gully a heavy side cutting of 600 feet in length, with log side wall; all in the township of Mansfield.

The expenditure charged in my account to 31st December last, on account of works under Mr. Proudfoot's charge, amounts to \$535, leaving a balance then unexpended of \$365, to be applied to them next season. (See Synopsis herewith.)

When at Mansfield making arrangements for getting these works done, I made a sectional measurement of the bridge site on the river Coulonge on this road, so as to enable me to make an estimate for a bridge there, as the want of one renders this river, which is four hundred feet wide and nearly six feet deep in the channel, a great obstruction to travel and the extension of settlement. I beg further to refer to it in the concluding suggestions as to further works.

The opening of the Eardley and Masham road is the last work remaining to be mentioned of those under appropriations of former years.

This road extends from the settlements on the Ottawa in the township of Eardley, to those on the river Pêche in Masham, passing through the notch in the Eardley mountains with very gradual ascent, behind the steamboat landing of Rocky Point. It is the shortest and most favorable route into the settlement on the upper part of the Pêche, and forms part of the northerly road line traced by Messrs. Bouchette and Ayles, to the river Pickanock.

From where the opening of it commenced in Eardley, to the river Pêche, it is a little over six and a half miles in length. The work on it was done by Mr. Mongins (who owns a saw mill on it,) as overseer, with a party of men hired by the day. It consisted in opening out, through woods, of about three and a quarter miles of it, and elsewhere widening an old lumber road that in places coincided with it, to the width of 16 or 20 feet as required, and the partial building of a bridge on it over McGee's Creek, which is to be 83 feet in length of cord and 14 feet in height; but which was not finished owing to the formation of ice on the steep banks at it, rendering it dangerous and too difficult to be continued late in winter.

The appropriation for this road was only \$400, of which there has been expended and charged in my account to 31st December last \$378, including \$1.50 on account of the Clarendon and Thorne road, (see following synopsis), leaving \$27 further available.

With a small addition to it from the appropriation of 1861, this sum will be sufficient to pay for the completion of the unfinished bridge on McGee's Creek.

Besides the expenditure on account of the foregoing works, a payment is charged in my account to 31st December last of former year's appropriation, of \$251.50 to William Hodgins overseer on the Clarendon and Thorne road. This was not for work performed under my direction, it was in liquidation of his claim for the amount of two pay lists, for work done on that road, referred to me for settlement, and for which there remained of former appropriation, the sum of \$250, the difference of \$1.50 being transferred to the account of the Hardley and Masham road as above mentioned.

It will be observed by my accounts that with the exception of the ten miles let by contract in the east end of the Gatineau and Coulange road, the works were performed by overseers, with parties hired by the month or day.

This was done because it was preferable for various reasons, the irregular nature of the work not admitting of its being let properly by contract, the lateness in the season not affording time for the delay of doing so, or the work being such as required the judgment of a competent overseer experienced in it. The wages of the men with provisions and transport, gives an average of 84 cents per day's work, which is low on the Ottawa.

Synopsis of expenditure charged by A. J. Russell in his accounts rendered to 31st December, 1861, on account of the appropriation of \$10,000 for Colonization Roads in the Counties of Ottawa and Pontiac, for 1861.

Payment to W. A. Richardson on account of contract on Gatineau and Coulange road.....	\$3,776.08
Do. on account of works on Otter Lake road in Thorne.....	1,047.10
Do. on account of bridges on Gatineau and Desert road.....	186.00
Do. for advertising road works by order of Department in Quebec	102.02
Do. to P. Aylen, Esq., for occasionally inspecting and measuring works	102.00
Contingencies and travelling charges, including expenses of reconnaissance of road to River Desert.....	163.31
Remuneration to A. J. Russell for superintendence of the above and of other works, under remaining appropriations of former years.....	400.00
	\$5,776.54
Total received by A. J. Russell on account of the above.....	\$6,000.00
Do. expended as above.....	5,776.54
Balance in his hands by his account current to 31st Dec., 1861. \$	223.46

Synopsis of expenditure of old appropriations for roads in the Counties of Ottawa and Pontiac, autumn 1861, by A. J. Russell.

Onslow and Masham Road.

Amount.....	\$ 900.00
Expenditure, three pay lists.....	\$443.92
Proportion of remainder of B. Moore's account.....	327.08
Proportion of contingencies.....	14.00
	\$ 785.00
Balance unexpended 1st January, 1862.....	\$ 115.00

Onslow and Clarendon Front Road.

Amount	\$1,000.00
Expenditure, B. Moore, two pay lists	\$394.96
Proportion of remainder of B. Moore's account	290.81
A. Wilson's account	35.65
Proportion of contingencies.....	13.58
	<u>\$ 735.00</u>
Balance unexpended, 1st January, 1862.....	\$ 265.00
Off this balance—paid John Gordon, in January, 1862, for assisting in exploring last fall, not in account, \$5.20	\$ 259.80

Pontiac Front Road.

Amount for Mansfield	\$ 650.00
Do. for Calumet and Deep River	250.00
	<u>\$ 900.00</u>

EXPENDITURE.

Amount of S. Proudfoot's account.....	\$513.83
Cost of transport of supplies paid by A. J. Russell.....	8.80
Proportion of contingencies.....	12.37
	<u>535.00</u>
Balance unexpended on 1st January, 1862	\$ 365.00

Eardley and Masham Road.

Amount	\$ 400.00
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EXPENDITURE.

Amount of F. Morgan's account.....	\$366.60
Proportion of contingencies	4.90
	<u>\$371.50</u>
Unexpended in payment to Hodgins for Clarendon and Thorne Road per pay list.....	1.50
	<u>\$ 373.00</u>
Balance unexpended on 1st January, 1862.....	\$ 27.00

Clarendon and Thorne Road.

Amount	\$ 250.00
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EXPENDITURE.

Paid Wm. Hodgins amount of pay list.....	251.50
Over expended and charged to Eardley and Masham road.....	1.50

RECAPITULATION OF EXPENDITURE.

Onslow and Masham road	785.00
Onslow and Clarendon Front do.....	735.00
Pontiac Front do.....	585.00
Eardley and Masham do.....	371.50
Clarendon and Thorne do.....	251.50
Total.....	<u>\$2,678.00</u>

RECAPITULATION OF BALANCES ON HAND, 1ST JANUARY, 1862.

Onslow and Masham Road.....	\$ 115.00
Onslow and Clarendon Front do.....	265.00
Pontiac Front do.....	365.00
Eardley and Masham do	27.00
Total as per account current	<u>\$ 772.00</u>

Expended in January, 1862, on account of Onslow and Clarendon road, paid John Gordon \$5.20.

PROPOSED WORKS.

From information heretofore acquired, and recent careful investigation, I would respectfully recommend the following as the most suitable further works for the advancement of Colonization in the Counties of Ottawa and Pontiac.

1st. The opening of the north road surveyed by Messrs. Bouchette and Aylen, on and near the line between the Counties of Ottawa and Pontiac, northward and southward, from the point where it intersects the west end of the ten miles of the Gatineau and Coulonge road now nearly completed.

The bridge built over the Stag Creek, where they intersect, serves for both of these roads. This north road line is laid off into lots, and by Mr. Aylen's report from seven-eighths to four-fifths of them are fit for settlement, on the 13½ miles from Stag Creek northward to the Pickanock, which, including sinuosities may be upwards of 16 miles of road. It passes along the front of the township of Stanhope, now called Alleyn, recently sub-divided into lots by Provincial Land Surveyor Holmes, who reports it to contain much good land, especially south of the Pickanock, which agrees with what was previously known as to that part. From Mr. Holmes' statements, and Provincial Surveyor O'Hanly's report of exploration of that and other townships, it would appear that by turning westward, this road line could be continued at least twelve miles further inland, generally fit for settlement, southward of Stag Creek the land on this line, as far as the 8th range of Masham, is all suitable for settlement, which with sinuosities may be fifteen miles of road line.

This would give upward of thirty miles of settlement road in the most favorable country the valley of the Gatineau affords, besides its probable extension at the north end, and the continuation westward of the Gatineau and Coulonge road, all branching from the part of the latter made last season. As this extent is all, as yet, unoccupied, I consider it the most advantageous and most readily available field for the formation of settlement in the territory under my charge. As timber agent, I would therefore recommend the opening of this road as the first object to be provided for, and that I should devote to the making of it the remainder of the appropriation of last season, with as much of the appropriation for the ensuing season as may be available for it.

To make this road as good as the best class of colonization roads in Upper Canada, would require an outlay of about \$500 a mile; some of them cost nearly \$700 a mile, partly from defective original specifications and partly, in some cases, from their having required going over from not having been completely made at first. The accompanying specification affords a better road, for the cost, than any other that can be made. It con-

concentrates the labor on the making of a sound, though narrow road bed, where the wheels run. Without that, additional earth is useless, either in a rugged or dry sandy country; and even in clay soil a greater breadth of muddy surface is a poor substitute for crowning and drainage. The clearing of a greater width of road than is going to be used as such is simply wasting the money—that should be applied to making a sound, dry and even carriage way—in clearing land at the sides, to save the settlers the trouble, or to grow up again in bushes. If a road be made by merely cutting the roots and stumps close off by the surface of the ground, in the roadway—instead of thoroughly grubbing out the roots, stumps and stones from nine feet, at least, in width of the centre—the remains of the stumps will always be protruding afterwards, rendering the road bad and dangerous for rapid travelling, or should the road be subsequently re-made, they must be then grubbed out at more cost than if the trees were standing. In the same manner, if narrow causeways be made of small pieces of wood when a road is first opened, besides the risk of their being dragged into confusion by the drawing of heavy loads over them, and the impossibility of teams passing each other on them, they remain as nuisances when the road is afterwards properly made, or are thrown aside as useless, and replaced at further cost.

For these reasons, therefore, it is desirable, to avoid future loss of labor, that in opening roads, nine or ten feet of the centre should be thoroughly grubbed, and a sound road bed made of it, and the causeways and bridges be made wide enough for two vehicles to pass on them, especially on first class settlement roads leading to large areas for settlement, and likely to be much used.

Where it might be advisable to adopt an inferior description of road to that provided for in the annexed specification, to meet the requirements of economy, or for the opening of branch roads of less importance, the crowning and grading, in forming the road as mentioned in the specification, might, with the greater part of the side hill cuttings, as to width, be left to be done by the settlers, and the grubbed part of nine feet in the centre be merely solidly levelled so as to be made solidly passable for a loaded wagon. This is the least work that can be done without future loss, and it would afford a rough but passable road, with many bad spots in it, but it would be as good as the roads are, in many existing settlements. There would be labor to add, but none thrown away on it. Such work might be designated as affording a second class road.

A third class road might be opened in an inferior manner, the width of the road and causeways to be fourteen feet, at most; no grubbing done; the stumps to be cut close to the surface, and a passable track for a lightly loaded wagon made throughout.

In this case the causeways and bridges would be the only part of the work that would be of value in future making of the road, as, till the stumps and roots become completely rotten, the grubbing and grading would all have to be done as if in standing woods.

The cost of making roads of either of these descriptions depends altogether on the nature of the ground and timber where they pass, and the prices of provisions and labor in the locality. As pine trees (whose stumps are expensive to grub) are so frequent in the Ottawa country, and so very much of the land is stony, rocky and uneven, and as the great market occasioned by the lumber trade sustains the highest prices for produce and labor known in the Province, the cost of making any kind of road should be very much greater here than is usual elsewhere.

In ground of the usual ruggedness, a road of the first class mentioned, made according to the accompanying specification, would cost, as stated, \$500 a mile, causeways and bridges included.

The second class described would cost \$380.

The third class, or ungrubbed passage for a wagon, would cost \$300 a mile.

The bridges and causeways in the two last would be nearly equal in quality to those on the first, and be serviceable when the roads were completed and enlarged to the usual width.

Having made this long digression, as it seemed to be necessary in explanation of proposed future work, I beg to revert to the north road, from the Township of Masham to the Pickanock, which intersects the end of the part of the Gatineau and Coulouge road made this season. As presenting the best site for immediate settlement on the Gatineau, it is the first in importance to be opened as a colonization road. But it will be sufficient to open it on the scale of the second class road mentioned, at a cost of about \$380 a mile,

leaving the completion of it to the scale of the first class mentioned, to be afterwards performed, as it may, without any loss of work, should its future extension or importance as a settlement road render it desirable.

In connection with this, the opening of the Gatineau and Coulouge road westward, from the part made this season, might be continued, on the above scale, to the termination of the road made this season, as already mentioned, in Thorne, a distance of fifteen miles, and thence twelve miles further. But as the land on the first fifteen miles is not so suitable for settlement as on the north road (though more than half of it will eventually be occupied), and as the westerly twelve miles of road line, though passing through good land already partly settled, has not been definitely ascertained to lead to any considerable extent of good land beyond it, neither of them (though well worth opening, and meriting an appropriation, should there be funds disposable) are so important or so immediately desirable to be opened as the north road already mentioned, or the others that I shall next specify.

Though secondary, as a great inlet for settlement, to the main road up the Gatineau, to which I shall again revert, a road up the valley of the River Petite Nation is the next that merits attention from its immediate utility and probable great importance from the extent of good land it will open for settlement.

This road line commences at the existing road in the township of Ripon, on the east side of the river Petite Nation. Thirteen and a half miles of it were marked out last fall, by Mr. Ledue, under my direction, as before mentioned, leading up through the township of Suffolk to its north outline. I would propose continuing thirty or thirty-five miles further northward, to Lake Monaming, a tributary of the River Rouge, where, from definite information and documents of survey in my possession, it would traverse a large tract of arable land, of a superior quality for settlement.

On the part surveyed by Mr. Ledue, he says he found "the land, though uneven generally, yet nevertheless very advantageous for settlement, the soil rich and suitable for cultivation and the production of all kinds of crops; the wood-maple, beech, hemlock, basswood, and fir of a tall growth, with very little pine;" and in an exploratory excursion northward, from the end of the road line he traced, he found the soil to continue arable and fit for settlement. For thirty-five miles of this line my information is from surveys performed at the near and the far end of it; of the middle part, the reports of lumber hunters who have traversed it, are very favorable, describing the land as resembling that of Suffolk.

As this presents us with the site of a general highway of forty or fifty miles in length, from which lines of settlement may be opened along concessions branching from it, right and left, as in Suffolk, with the lumbering works on the Petite Nation and the River Rouge offering a considerable market for forest produce, and being the nearest and one of the largest favorable tracts on the Ottawa, it offers an important field for colonization, especially for the surplus population of the adjoining seignions and parishes.

I would suggest that this should be opened as a first class colonization road, as described in the accompanying specification. As labor is rather scarce in that locality than in some others on the Ottawa, the cost might be somewhat under \$1,000 a mile, all charges included, especially as dry loam is the prevalent soil in parts.

To open the thirteen and a half miles laid out would, at the above rate, cost \$6,750. By reducing the work to levelling solidly on very dry, sandy ground, \$6,000 might be sufficient.

The third work I would suggest, as most urgently requiring attention, is the road from the rear of the township of Hull to Priest's Creek and the township of Bowman on the Rivière aux Lièvres.

This line of road touches the north-west angle of Templeton, and continues nearly along the line between Wakefield and Portland to Bowman. A small appropriation of colonization road money was very advantageously expended upon it last season, by Wm. Hamilton, Esq., of Cantly, in commencing to open it at the lower end. It should be continued at least sixteen miles further. It passes through a large tract of good land, lying partly in Wakefield, Portland and Denholm, now being settled, giving the most direct access to it from the City of Ottawa. It would open up most advantageously the land fit for settlement between the Gatineau and the Rivière aux Lièvres, and on the west bank of

that river, which does not, on this part of its course, extend beyond the township of Bowman. The township of Bigelow, above it, being inferior and further up the high range between these rivers, comes close to the latter, in a form too rugged for settlement.

This road is essential for access to the Norwegian and German settlement now forming in Bowman. If the encouragement of such immigrants is desirable, it would seem especially so that a road of some kind should be afforded the first settlers of that class in this part of the Province, who, from their ignorance of the English and French languages, suffer much greater inconvenience in commencing than other settlers.

As this road cannot be carried very far with advantage, an expenditure upon it of \$300 a mile, may probably be considered sufficient, which would render an appropriation of \$4,800 for it desirable. But as the sum of \$500 advanced for provisions for the destitute Norwegian and German settlers in Bowman, and for which I hold their notes, payable in labor, if so required, is chargeable to the road, but possibly may not all be recoverable, it would seem desirable that the appropriation should not be less than \$5,000.

The Rivière aux Lièvres affords a water communication from above the falls at Buckingham village to the township of Bowman, but in ascending there are several portages, besides rapids, where it is necessary to tow or pole up. A road up the valley of the Rivière aux Lièvre is very desirable, alike for the purpose of settlement and for the traffic of the lumber trade. The road on either side is passable for a cart but a few miles above the village of Buckingham. I am not able to give an opinion how such a road should be carried. Where the Rivière aux Lièvre traverses the ridge of the Laurentides, at and near the High Falls, there is much rough land, and unfavorable country above that, which would require much examination to enable one to judge.

Much of the township of Villeneuve is bad land and mountainous. The township of Wells, above it, is better, with much good flat land extending up the Rivière des Sourds.

From where the Kiamaca joins the aux Lièvres, that is, about eighty-five miles directly northward from its mouth, the country, as elsewhere on the north side of the Ottawa, and at that distance from it, changes from high rugged hills to a much lower undulating surface, and is much more arable. The good lands on the upper course of the aux Lièvres will most probably be settled in connection with the Gatineau.

The lower part of the valley of the aux Lièvres, excepting near its mouth, seems much less suitable for settlement than the country east of it, drained by the Lower Blanche and the Petite Nation, which is altogether on a lower level.

I would suggest that a line of colonization road should be surveyed and opened, diverging from the road from the steamboat landing at the village of Thurso to the river Ste. Seque, and passing up through the township of Derry East, on the east side of the Blanche, where it would intersect much good land, and northward through the township of Lathbury, which is reported to be favorable for settlement.

I am not in possession of sufficient information to enable me to say how far this line of road might with advantage be carried. But the land to be opened for settlement by this line being so near the Ottawa, and connecting with so accessible a part of it, so near its mouth and to the port of Montreal, would seem to render the survey of such a road line, after careful exploration, and the opening of it for settlement, very desirable.

It is equally desirable that a line of colonization road should be explored and opened from the west end of lake Blanche in rear of Lochaber northward, nearly along the line between the townships of Derry East and Derry West, where there are vacant, good lands, superior in quality to those already settled to the southwest. This line may be carried along the east or west side of the west branch of the Blanche, as further examinations might dictate, and thence up along the line between Villeneuve and Lathbury, or thereabouts, into the rear of the township of Wells, where the land is well suited for settlement. This road would give access to the valley of the Rivière des Sourds, where there are extensive flats of arable land, reported to be good, down which a branch road might probably be carried with advantage to the Rivière aux Lièvres.

The townships of Derry are described as containing a good deal of good land, hilly but not stony, and of a deep fertile soil. Beyond the 4th range of Derry West no lands were taken up last fall, nor in Derry East except where a few squatters were settling up the Blanche.

These two last mentioned roads would give access to the nearest vacant lands in the county of Ottawa, suitable for settlement.

The settlements generally forming on the Rivière aux Lièvres, and the large amount of revenue that government has realized from the extensive lumbering operations that have for years been carried on in connection with milling establishments at the thriving village of Buckingham on that river, are strong reasons for opening a road up its valley, but as the country on the banks of the river, to a considerable extent, presents difficulties requiring careful examination, I am not in possession of the information necessary to enable me to give any opinion of value as to where such a road should be located.

I have made these suggestions and observations as presenting subjects for further consideration with a view to the development of the lower part of the county of Ottawa.

Turning to a more remote part of the Ottawa country, I would in the fourth place recommend as meriting an appropriation of colonization funds for the opening of a road up the west side of the river Coulonge, to give access to a tract of good land in the west part of the township of Pontefract, and between it and Black River, and the building of a bridge over the river Coulonge.

The township of Pontefract was surveyed lately by Mr. J. Robertson, of Fitzroy. He is a very reliable and thoroughly practical judge of the quality of land; what he calls good land is unquestionably so. He condemns as unsuitable for settlement that part of the township lying east of the river Coulonge, even where it is very fine looking hardwood land, it is in general too shallow in soil for proper cultivation or certainty of crop in dry seasons, though the demand for farm produce will doubtless soon lead settlers to occupy the better part of it.

The west side of the township, however, contains much good land fit for settlement for about eleven ranges in depth, which also extends westward towards Black River.

The small proportion of good land in this part of the Ottawa country, compared with the great extent suitable only for lumbering, renders this tract of much value for settlement. It is near the Ottawa, and being on the way to the extensive lumbering regions on the Coulonge and Black River, the settlers will be in the most advantageous position for obtaining good prices for their produce, and the road, so far as it may be opened, will present the double advantage of being useful to the lumberers working up these rivers, as well as to the settlers.

I would suggest that this road should be opened from the front Pontiac road in Mansfield back four miles through that township to Pontefract, and thence about twelve miles further to and along its west outline, the site to be more definitely determined on survey of the line—in all say sixteen miles, at \$300 a mile, making it a road of the third class, as regards scale of work, would require an outlay of \$4,800.

The Coulonge is the first unbridged river in the main front road on the north side of the Ottawa, above the city, and being a large one, it is the first serious obstacle to communication and to the progress of settlement.

The river Coulonge enters the Ottawa about a hundred miles above the city, and as the country at that distance is but partially settled and only on the front, the main road here is virtually a colonization road essential to the further progress of settlement, and the building of a bridge over the river Coulonge is much required, not only for the upward travel on the Ottawa in connection with lumber trade and the eastern settlements, but also for the extension of settlement in the townships on the main river, as well as on the tracts in the rear like that just mentioned.

As already mentioned, I took the necessary sectional measurement of the river to enable me to make a plan and estimate of the proposed bridge. The river is there four hundred feet wide and about six feet deep in the channel, with a strong current and high steep banks and therefore quite unfordable. The bridge requires to be five hundred and ten feet in length, and twenty four feet in height from the bottom of the channel. It should have six water ways, of sixty feet wide, or five of seventy-two feet, with queen-post tresses in the latter case, or king-post tresses in the former; the cost would be equal in either case. To give security, as the bottom is of shifting sand, the piers should be well sunk with projecting foundation pieces, to give breadth of bearing, and they should be sent down with a good bed of fascines under them, which will prevent the eddy behind the piers and the plunge of the swell in front during freshets, from undermining their foundations.

Including \$100 for the making of the road approaching the site at the east end, the appropriation should be \$3,232; with the \$4,800 estimated for the Pontefract road, the total for these works would be \$8,032.

A bridge is also much required on Black River; at thirteen miles by the road above the Coulonge. Black River is the last large river on the Pontiac road which terminates twenty miles beyond it, at the foot of Deep River, where precipitous mountains come to the shore, rendering the continuing of the road along it impracticable; it will have to be carried through the valleys behind.

Though the extent of land fit for settlement in this direction is comparatively small, it would be a mistake to suppose that the public domain is too unimportant or unprofitable to justify such considerable expenditures on account of it. The land that is good is unusually profitable to the cultivator, and much of the remainder now yields and will continue to yield a larger revenue to the Crown than the sale of the lands would represent, by the produce of its forests, which afford profitable employment to thousands on the spot, and in the commerce it creates.

The making and improvement of the main road up the Gatineau is the next subject I would suggest as meriting attention; not as being of less importance than the preceding works mentioned, but because its claims to consideration apart from its character as a colonization road are such as to merit a special parliamentary grant.

Apart from being the inlet to the lands suitable for settlement on the banks of the Gatineau and in the valleys of its many tributaries, it is now the main road of a numerous though rather thinly scattered population who can hardly be expected, unassisted, to make and maintain a road of ninety miles in length, passing frequently over very rugged unoccupied ground, and which is much used by the traffic of a branch of trade that yields a large profit to Government.

Besides the price of lands sold, Government must have already received upwards of half a million dollars as revenue for lumber cut on the Gatineau. Lumbering was carried on upon it to a large extent upwards of thirty years ago, and during the last nine years alone, I collected in ground rents and duties on saw logs cut on it, \$221,909, and far from being exhausted, the annual revenue has been gradually increasing from \$18,454 in 1853, to \$33,264 in 1861.

It would not seem unreasonable were the inhabitants of that section of country to ask one year's revenue, in thirty, of the public domain, to assist them in giving access to it for the purposes of trade and the extension of settlement in it.

The Gatineau road naturally presents itself in two principal divisions. The lower part, from the village of Hull, opposite the city of Ottawa, up the west bank of the Gatineau to Brooks's, at the Puagan Falls, in the township of Low, is thirty-five and a half miles in length. For this distance the road passes generally over rich clay soil, the alluvial flats of the river, with rocky ground on the spurs of the hills, which occasionally come close to the river, sometimes in precipitous rocky bluffs, hemming the road in to the narrowest practicable space along their base.

A stage runs regularly from the Ottawa to the Puagan. The land in that distance is all taken up and occupied, and the road in dry weather is a good country road, and much labor has been spent on parts of it by the inhabitants, but in continuous wet weather it becomes exceedingly cut up, with the deepest possible ruts, owing to the richness of the soil and the great traffic upon it. In many places it needs ditching and culverts, and there are some dangerous old bridges upon it, and bad rocky hills that are serious obstacles, requiring much expenditure to improve them.

A company was, I believe, formed for the macadamising of twenty-four and a half miles of this road, and a survey of the line and estimate of the cost of making it a macadamised road were made by George H. Perry, Esquire, Civil Engineer, but nothing further has since been done to my knowledge.

In a country like that north of the Ottawa, where the land fit for settlement is much exceeded in quantity by that which is unfit for cultivation, and is so frequently to be found in blocks too small and scattered to admit of the formation of extensive lines of settlement or to warrant the opening of colonization roads to them in detail; the improvement of main roads such as this which are absolutely necessary, to give access to the interior lands generally, is a very certain and advantageous way of forwarding the settlement of such parts of

the public lands as are fit for it; especially in such cases as this, where the road is the highway of an extensive lumber trade, which creates a highly profitable market for the settlers and causes settlement to extend and prosper where it otherwise would not yet be in existence.

This would seem to afford an argument in favor of granting assistance to the Gatineau macadamised road company, should they proceed with their design, as it would, no doubt, most powerfully forward the settlement of the Gatineau country. Uncertainty as to how much of the road they may improve, renders it difficult to estimate definitely any sum for this portion of the road, between the probable end of their works and the Puagan, where improvement is certainly required, and be provided for in a general estimate for this road, in case of a grant being obtained for it. An expenditure of at least \$4,000 would probably be desirable on this section, besides anything the company may be able to do.

The upper part of the Gatineau road, from the Puagan to the river Desert, is that on which expenditure in completing and improving it is most urgently required, not only to give access to several townships containing together much land suitable for settlement, but also for the benefit of the existing settlements and the important trade of the country. The distance is stated to be fifty-five miles. Much of it is merely a lumber track or winter road, parts of it have been worked upon by the settlers, as well as the lumberers. Some colonization funds have been spent on other parts of it. The worst part of it, owing to natural difficulty, is the first twelve miles above the Puagan. It is with much difficulty and some danger that an unloaded buck board can be drawn through from the Puagan to the Indian Mission Settlement at the river Desert, in the township of Maniwaki.

The first twelve miles, from the Puagan to the river Kazabazaa, embraces much of the most expensive ground to make a road upon that can be found. It has been opened from twelve to twenty feet wide. With some dry, even ground it presents steep clay hills, much very rocky ground, varied with long deep miry places, where the remains of numerous pine stumps that have merely been cut close by the ground, will be more expensive to take out than if the trees were left standing. The opening of the road in this imperfect manner and the making of some good causeways, a little side cutting, and some bridges was all that the limited funds hitherto available admitted of being done on such parts of the whole line as were worked on, and excepting partly in clearings, the grubbing and making the road, including ditching, grading and crowning, excavation and culverts, and the building and re-building of many bridges, has all to be done.

A new bridge is required on the Kazabazaa, 263 feet in length of work, and four feet higher than the present imperfect old one.

The next thirteen miles to the river Pickanock, in the township of Wright, passes over much more favorable ground; the cost per mile of making it a good road will be not much more than half the rate of the preceding portion.

The following nine miles from the Pickanock to Mr. Leamy's farm, at the upper outline of Wright, would cost still less on an average per mile, were it not for two considerable bridges required, for which I have taken the necessary measurements. Beyond this no work whatever has been done with colonization monies.

The next six miles reaching to the middle of the township of Bouchette, owing to there being much unfavorable rocky ground, with two considerable bridges to be built, will be about twice as expensive to make as the last.

The remaining fifteen miles to the river Desert, though at present merely a narrow winter road, will be much less expensive in making than the preceding, being generally very favorable ground, but is all in woods till about a mile from the river Desert.

To make a fair turnpike road of the whole of this upper fifty-five miles in the manner described in the annexed specification but one-third wider, would, on account of the extremely unfavorable character of parts of it, probably cost about \$35,772. But by careful management in concentrating the labor on the bad and impassable parts of it, and making the last fifteen miles in the smallest scale to be useful, the whole might be made fairly passable for loaded wagons for about \$19,448.

This sum represents the smallest scale of work that Government could have performed without disadvantage or considerable loss of labor; and it would be necessary that it should be incurred if the settlement of the Indian township of Maniwaki, and the surveyed townships opposite and above it on the east side, containing much good land, be considered

desirable. Much of the line is uninhabited, especially the exceedingly rocky and rugged parts of it, and they will necessarily remain so. The upper part of Bouchette is unoccupied, so also is Maniwaki, excepting at the Desert, and it will long continue so, unless steps be taken for its survey and sale, which is very much to be desired.

It is to be regretted that Maniwaki, probably the best township for settlement on the Gatineau, should, where good land is so scarce, remain not only unoccupied, but a barrier to the progress of settlement in that direction.

From the river Desert upwards, the Gatineau road should be continued for colonization purposes, on the east side of the river up through the townships of Kensington, Aumond and Sicotte to Lake Baskatong in the township of that name; above the river Desert the west side of the Gatineau becomes less favorable for settlement than the east side. Above lake Baskatong, crystalline limestone is said to prevail up the river Baskatooshin.

The river Gatineau drains an area of about ten thousand square miles, and is probably about four hundred miles in length. In general, one quarter of the land in the known parts of the valley of the Gatineau may be estimated as fit for settlement, in the present acceptance of the expression, though more of it may eventually be occupied.

To describe the lands fit for settlement, I would quote the words of Peter Aylen, Esquire. His opinion is based on twenty-eight years personal acquaintance with the Gatineau country, which, in connection with his lumbering operations, he explored more extensively than any other person. He says the lands fit for settlement "are generally of an unusually rich and durable soil, and though stony in places consists of deep loam on the tables that form the hill tops, and clayey flats in the valleys, often covered with deep black earth, and admitting of drainage where requiring it, poor sandy soil being of rare occurrence."

As one of the causes of fertility, I would mention that I found crystalline limestone the most commonly prevailing rock along the Gatineau for upwards of sixty miles below the river Desert. There are farms on the Gatineau presenting upwards of two hundred acres of the richest alluvial fields in front, and in rear hills of crystalline limestone, valuable alike for building and as a manure for the soil, and covered with valuable wood, pine for building and hardwood for fuel. In the finest parts of Canada those advantages are seldom found together.

But the greater part of the Gatineau country, as is the case on the north side of the Ottawa, generally consists of rugged, unarable hilly land with occasional sandy plains, the good lands occurring in veins, irregular tracts, and isolated spots.

It is of the utmost importance, therefore, in the projection of settlement roads, that the extent and position of those favorable tracts, and the best means of connecting them, if not already definitely ascertained, should be carefully determined by cursory exploration and the road lines adapted accordingly, as any other system of projection otherwise based, will be sure to end in utter failure.

As the rugged and inferior lands are generally covered with a good growth of valuable timber, in the manufacture of which, much farm produce is consumed, creating a market on the spot, and high prices, it is evident that the value of the remaining quarter for settlement and cultivation is thereby very much increased. By careful selection, the extensive forest regions, unfit for cultivation, might be left untouched, while continuous lines of settlement might be formed on the intervening veins and tracts suitable for cultivation, and settlers be placed where they would derive the greatest benefit from the lumber trade, and at the same time the poor and unarable regions of the Ottawa be preserved for ever in their character as the greatest lumber forests in the world.

Grain, potatoes and other vegetables are successfully cultivated on large lumbering farms at thirty and forty miles north of the river Desert. In the settlement on the latter, fall wheat is cultivated with success.

Though but remotely connected with the subject of this report, it is worthy of remark that it has been well ascertained that behind the high country of the Laurentides, that is, at from about a hundred varying to two hundred miles north of the Ottawa, the country becomes lower, and that in this great depression, which is about a hundred miles in breadth, and of an unascertained length from east to west, containing the upper three hundred and fifty miles of the Ottawa's course, there is much land suitable for cultivation, said by those

who have visited it to be less hilly and stony than the new townships on the Madawaska and Gatineau. Stratified limestone is found in it at the head of lake Temiscaming and at Grand Lake, a hundred miles further east. As these two points, and much more of this northern valley are a degree south of the latitude of lake St. John on the Saguenay, which is known to have a better climate than Quebec, it is quite probable that they may possess in some degree the same advantage; and as thousands of settlers are living successfully in Upper Saugenay, it would be absurd to suppose that the same will not ultimately be the case on the great waters and much more extensive field of the Upper Ottawa, facilitated as it will be by the great reaches of inland navigation.

The river Desert, or more properly the settlement at its mouth, is about three miles north of the latitude of Three Rivers, and the south shore of lake Baskatong is about four miles south of the latitude of Quebec.

I would now beg leave to recapitulate the works I have submitted for consideration in the order in which they seem immediately desirable to be proceeded with, and the appropriations that would be requisite for them, or the portions of them proposed. In doing so, I would respectfully explain that I submit a relative view of a system of works that would seem desirable for the most advantageous opening up of the localities most suitable for settlement, and of the probable expense of performing them at rates of cost considerably under that devoted to similar colonization works in Upper Canada, and which might occupy several years in execution, without presuming to indicate how much or how little of the Colonization funds should be at present devoted to them, were they even approved of and adopted; my sole object being to place at your disposal the result of the best information I have been able to accumulate, aided by my past experience in superintending such works.

Recapitulation of Proposed Works.

1st. For the making of the North Road from the Pêche to the Pickanock, 31 miles, at \$380, less remains of appropriation of 1861.....	\$ 8,780
2nd. For do. of 13½ miles of Suffolk Road.....	6,000
3rd. For do. of 16 miles of Hull & Bowman do.....	5,000
4th. For do. of 16 miles of Pontefract road	4,800
and Bridge over River Coulonge	3,232
5th. For do. of the main road up the Gatineau to the River Desert, 55 miles from the Puagan upwards.....	19,448

(Were a special Parliamentary Grant obtainable for the Gatineau roads, the amount should not be less than \$35,772 for the part from the Puagan upwards, \$4,000 for the part below, and \$4,800 for a bridge over the Gatineau, which is much required about six miles above the mouth of it.)

Further Works proposed to be afterwards prosecuted.

The West Road in Derry or the East Road on do. or both.

The continuation of the Suffolk Road to Lake Monoming.

The building of a Bridge over Black River in Waltham.

The continuation of the Gatineau Road towards Lake Baskatong.

But prior to that the continuation of the Gatineau and Coulonge Road.

For the position of the roads and works referred to in this report, I beg to refer to the accompanying map of the Counties of Ottawa and Pontiac. In it the representation of proposed roads not yet surveyed, it is only intended to indicate the locality and direction of them, leaving their position to be better determined by exploration and survey.

There is great danger of avaricious people, who own land elsewhere, taking up lands on Colonization roads as soon as it is known that they are to be opened, to the obstruction of settlers who really want the lots. To prevent this abuse the conditions of actual settlement should be promptly and rigidly enforced to the letter, and confiscation take place without a single day's delay, just in the same manner as has been punctually done for many years with lumberers' licences in this agency, when they failed to comply with the conditions required of them, though they might have made many payments on their licenses previously, and might lose thousands of dollars by the confiscation.

It would certainly be quite as easy and at least as just to enforce confiscation on the pretended settlers.

For a simple and self-acting system that would completely remove the obstruction to settlement caused by parties taking up lands for the speculative purpose of wringing high prices out of actual settlers afterwards, I beg to refer you to my report on the St. Maurice Territory, transmitted in March, 1859, containing practical suggestions as to the sale and settlement of the waste lands of the Province, and the better adjustment of the rights of settlers and lumberers, exhibiting a system whereby lands could be sold to actual settlers at a merely nominal price without any loss of revenue therefrom to the Crown.

I have the honor to be, respectfully,

Sir,

Your very obedient servant,

A. J. RUSSELL.

SPECIFICATION

Of the manner in which the Colonization Road from the Puagan Falls, Gatineau, to the River Coulange, is to be made.

1. It is to be made on the site of it traced in the field, excepting where otherwise pointed out by the Superintendent, or person in charge. It is to be cleared to the width of 24 feet.

2. It is to be formed to the width of 16 feet; all roots, stumps, and stones are to be grubbed out 10 feet in width in the centre, which is to be solidly levelled up; and in dry ground evenly crowned with hard earth to the height of * inches in the centre, above the sides of the road. All roots, stumps, vegetable matter, stones, and timber, and other rubbish to be thrown 4 feet back from the edge of the (16 feet) road. All stumps in the sides of the road, that is 3 feet on each side of the grubbing, to be cut down even with the surface of the road when made. No crowning to be done till all the grubbing has been performed and inspected.

3. In moist or loamy ground, as pointed out by the Superintendent or person in charge, the centre of the road is to be crowned to the height of 18 inches above the sides, which are to be formed into continuous water-tables, so as to take off all the water. They may be crooked outside of the 16 feet to avoid stumps or other obstacles. Or where required by the person in charge, a ditch 3 feet wide and 2 feet deep, is to be sunk along the upper side, outside of the 16 feet, in addition to the crowning mentioned in the second clause; the earth from the ditch to be used in evenly crowning the centre, excepting where it is black earth or vegetable matter, which is not to be used in crowning.

4. Culverts, with sufficient discharge drains, are to be made in all hollows where water may at any time pass, or where pointed out by the Superintendent; the water-ways to be at least 15 inches wide, and 10 inches high, in the clear under—greater if required. They are to be made of cedar if it can be had, otherwise of black ash or pine flatted; to be not less than 5 inches thick, the pieces to be 16 feet in length. The covering to be supported by four cross pieces dovetailed into, and securely pinned to the side pieces. The top of the covering to be lower than the road, and well secured by pieces pinned across the ends.

5. Such small bridges as may be required, are to be built of the same description of timber as the culverts throughout; the covering to be of the same dimensions, resting on four stringers, 1 foot in least diameter, supported by, and securely pinned to substantial side-logs, of a height sufficient to give free passage for the water at highest flood; or on abutments of round logs of the same description of timber, laid in tiers of four each way, 10 inches in least diameter, slightly notched upon each other, and securely pinned at the corners. Larger bridges to be built in the same manner and of the same dimensions: and descriptions of timber excepting that the stringers for water-ways of 20 feet are to be not less 9 inches broad by 14 deep or round cedar peeled not less than 13 inches thick may be

* Note.—Economy is effected by making the crowning only six inches on very dry ground (which merely provides ground levelling) when the nature of the ground and other circumstances admit of such being marked and provided for in contracting, or where work is done by a skillful overseer and a select party which, in difficult ground, is the best way of obtaining the best result from limited funds.

used—with handrails 4 feet high; the posts and caps of which are to be 6 inches square with braces 4 inches square and 3 feet long securely shouldered in and spiked to the posts and projecting pieces of the flooring every 10 feet. The flooring to be of 4 inches thick pine planks, or hewn cedar 5 inches thick, 18 feet in length, the projecting pieces to be 6 inches thick and 23 feet long boxed on the stringers. A binder 8 inches by 4 to be treenailed down on each side to retain the flooring. The posts of the handrails to be tenoned with it as well as the cap above and well spiked. The abutments and piers to be loaded with stone to the depth of 2 feet laid on a flooring of sound round logs 8 inches in least thickness. The approaches to bridges to be raised so as not to be flooded in high water, and all materials to be at all times subject to the inspection and approval of the superintendent or person authorized by him. Chips, logs and rubbish, which might communicate fire, to be removed a rod back all round bridges, and from the ends of causeways, and logging up side hills.

6. The water to be thoroughly drawn away from water-tables or side-ditches, by off-take drains, 3 feet wide and 2 feet deep; or larger, if required to pass the water when greatest.

7. All swamps or boggy places to be causewayed or fascined. Causeways are to be evenly and closely laid, and hewn level on top and solidly bedded on the ground,—the stumps being first cut below the surface, unless where stringers are necessary to give elevations over water. Stringers to be at least one foot thick and four to the width of the road. The pieces to be of sound wood, 16 feet in length, and 8 inches at least in diameter, —of cedar, where it can be had. Nine feet at least, in width, in the centre to be evenly covered, 8 inches in depth, over the highest logs, with earth from the side ditches, which are to be 3 feet wide and 2 feet deep, on one or both sides if required to draw off the water; otherwise, the earth to be obtained elsewhere. Where it may be found more suitable, (or be specially required at the time of letting the work,) in swampy ground, the stumps are to be cut even with the surface, 16 feet in width; the centre evenly raised 6 inches,—the whole to be then covered with softwood brush and small trees, the tops towards and over the middle, to the depth of one foot in the centre, when compressed, and 6 inches at the sides. The surface to be closed with 3 inches of swamp earth, with 8 inches of hard earth over 9 feet in width of the centre, diminishing to 4 inches at the sides of the road, which may be made up with any earth obtainable. Causeways and fascining, and the grubbing previous to crowning, not to be covered up till inspected and approved of.

8. On steep sidelong hills the road is to be cut lower on the inside, and to be 12 feet wide; besides a ditch near the cutting, 18 inches wide and a foot deep. The face of all cuttings to have slope back of one foot, for every one in height. The outside to be built up solidly, with stones, or sound timber not less than 10 inches at the small end, with cross-ties every 7 feet. Or the side may be made up with a layer of soft wood brush, laid tops out, for every six inches of earth.

9. In forming the road, the earth is to be worked from the heights into the hollows; and banks and ridges, where more excavation is not specified, are to be cut down 2 feet, if necessary, to equalize the road. In deeper cuttings, the roadway may be only 12 feet wide. In passing among rocks, or in very rocky ground, a passage of 10 feet in width will be sufficient, the points of the rock to be broken down, and the spaces between them solidly built up with stones, and the whole crowned with hard earth.

10. In descending hills, the water to be turned off every 50 or 150 yards, according to the steepness, and at the head of all cuttings.

11. No earth work done later than 31st October will be accepted or paid for this season.

12. All trees that fall on the road till finally received, to be cleared out, as well as any overhanging or other timber, or trees that may be considered likely to fall into the road.

13. If the work be not commenced within 10 days after the day on which it is let, or should it be abandoned for 10 days, without sufficient reason being assigned to the satisfaction of the superintendent, or should the contractor, or any person employed by him, refuse to comply with the instructions of the superintendent, or person employed by him to oversee the work, the superintendent will be at liberty to annul the contract, or employ men to do the work at the contractor's expense; and should there be less than six men

employed for every mile contracted for, the superintendent will be at liberty to make up the number, by employing men at the expense of the contractor, should he see fit.

14. No work to be sub-let without the consent of the superintendent.

15. The work to be completed before the 1st November, 1861; but should more than one half of it remain to be done on the 10th October, 1861, the superintendent may then employ men at the contractor's expense to complete it.

16. Persons abandoning their work will forfeit the work performed.

17. One-third of the price will be paid when one-half of the work is done, and the remainder when it is completed and accepted; but the contractor's securities are to receive the balance due, or any part of it that the superintendent may consider them entitled to, should they be obliged to complete the work, or any part of it.

18. The contractor is to give the best accommodation in his power to the superintendent, or person appointed to oversee the work; such accommodation to be paid for at a reasonable rate.

The Commissioner of Crown Lands will not consider it necessary to accept the lowest tender, nor to let the full extent of work advertised, should he find the rates proposed too high.

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